Hongkong Daily Press.

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INTIMATION

PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m.	to	8.00 a.m.	every	15	minutes
8.00	"	10.00	"	10	"
10.00	"	11.00	"	15	"
11.30	"	12.30 p.m.	"	15	"
12.30 p.m.	"	2.30	"	10	"
2.30	"	4.00	"	15	"
4.00	"	8.10	"	10	"

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 p.m. to 11.45 p.m. every 15 minutes

SATURDAYS.
Extra Car—12 midnight.

SUNDAYS.

7.00 a.m.	to	9.30 a.m.	every	15	minutes
9.30	"	11.00	"	10	"
11.15	"	12.00 noon	"	15	"
12.00 noon	"	1.00 p.m.	"	10	"
1.00 p.m.	"	4.00	"	15	"
4.00	"	8.10	"	10	"

NIGHT CARS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes
11.45 p.m.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheque or Commodore Chiefs countersigned Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15TH, 1922, until [further] Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations		No. 1A Local a.m.	No. 1B Local a.m.	No. 3 Local a.m.	No. 7 Local a.m.	No. 11 Local a.m.	*No. 5 Through Express a.m.	No. 13 Local a.m.	No. 15 Local p.m.	No. 9 Through Slow p.m.	No. 17 Local p.m.	No. 19 Local p.m.	No. 21 Fast Exp. p.m.
CANTON (Tai Sha Tau)	dep.	Sundays only			Sundays & Public Holidays only		8.00			3.48			1.30
SHEK LUNG	dep.						8.13			11.45			4.58
Shum Chun	dep.		7.23	8.06	9.08	10.37	11.13	11.40	1.38	4.28	5.11	6.08	6.41
Sheungshui	dep.		7.33	8.13	9.34	10.44	—	11.47	1.08	4.44	5.13	6.13	—
Fanling	dep.		7.38	8.18	9.38	10.48	—	11.51	1.10	4.49	5.23	6.17	—
Taipo Market	dep.		7.48	8.29	9.48	10.58	—	12.02	1.21	5.01	5.33	6.27	—
Taipo	dep.		7.47	8.34	10.12	11.03	—	12.07	1.27	5.06	5.37	6.31	—
Shatin	dep.		8.00	8.47	10.22	11.16	—	12.21	1.40	5.22	5.50	6.44	—
Tsumsah	dep.	7.37	8.14	8.59	10.38	11.23	—	12.34	1.53	5.37	6.03	6.58	—
KOWLOON	arr.	7.54	8.33	9.00	10.46	11.36	11.53	12.43	2.02	5.43	6.13	7.04	7.33

UP TRAINS

Stations		No. 2 Local a.m.	No. 1A Local a.m.	*No. 6 Through Express a.m.	No. 10 Local a.m.	No. 8 Through Slow a.m.	No. 14 Local a.m.	No. 24 Joint Sun-Hoi Mixed p.m.	No. 22 Local p.m.	No. 12 Thro. Expr. p.m.	No. 16 Local p.m.	No. 18 Local p.m.	No. 20 Local p.m.
Last Ferry leaves Hongkong	—	6.15	6.45	7.15	8.25	8.35	10.15	11.45	1.05	2.45	4.15	5.15	6.50
KOWLOON	dep.	6.41	7.10	8.07	8.35	8.18	10.33	12.32	1.18	3.03	4.34	5.27	7.09
Tsumsah	dep.	6.51	7.15	—	—	8.24	10.38	12.02	1.27	—	4.48	5.37	7.23
Shatin	dep.	7.03		—	—	8.38	10.50	12.21	1.39	—	4.58	5.50	7.38
Taipo	dep.	7.17		—	9.03	8.51	11.03	12.34	1.52	—	5.03	6.03	7.43
Taipo Market	dep.	7.22		—	—	8.57	11.08	12.38	1.56	—	5.08	6.07	7.48
Fanling	dep.	7.33		—	—	10.08	11.19	12.49	2.05	—	5.23	6.17	7.54
Sheungshui	dep.	7.38		—	9.14	10.13	11.23	12.53	2.10	—	5.27	6.21	8.02
Shum Chun	arr.	7.44		8.40	9.19	10.19	11.39	12.59	2.16		5.33	6.27	8.08
SHEK LUNG	arr.	—		10.47	—		—	2.18	—	5.22	—	—	—
CANTON (Tai Sha Tau)	arr.	—		12.10	—	5.04	—	—	—	6.45	—	—	—

* Will stop at Taipo and Sheungshui, except on Sundays and Public Holidays, for First-Class Passengers on Notice being given to the guard at Kowloon.

** Will stop at Taipo and Sheungshui for first class passengers on notice being given to the guard at Kowloon.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	6.20	Shataukok...dep.	6.50	10.15	1.05	5.00
Shataukok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.35	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

Further information may be obtained at the Railway Offices, Kowloon, from Messrs. THOS. COOK & SON, Hongkong, or from The American Express Company, Hongkong.

41 R. P. WINSLOW, Manager.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG—CANTON LINE.

Sailings:—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG—MACAO LINE.

Sailings to Macao—Daily at 8 a.m. (Sundays at 9 a.m. only)
Sailings from Macao—Daily at 2 p.m. (Sundays at 5 p.m. only).
Further information may be obtained at the Company's Office, 44, Des Vœux Rd. Central, Messrs. THOS. COOK & SON, or the American Express Company, Hongkong. [45

HOTELS

TRADES UNION CONGRESS.

"WAR AGAINST WRONG IDEAS."

AN AGGRESSIVE POLICY.

In his address to the fifty-fourth annual Trades Union Congress, on September 4th, the President, Mr. R. B. Walker, of the Agricultural Workers' Union, who is known as a man of moderate views, said the year through which they had passed had been one of unparalleled difficulty for the workers of the country, and it was poor consolation to reflect that things might conceivably have been worse. He did not think that the history of the movement during recent months had been completely one of loss and retrogression, but it had to be recognized that there had developed something like a wholesale attack on all the gains they had managed to secure during the past few years. Employers, seizing as an excuse the general economic situation—which they all admitted was bad enough, and which grew worse daily—had sought and were still seeking to reduce wages, to increase hours, and to deny the right of the workers to have any voice whatever in the control of the industry in which they were engaged. Over the whole business, like a sword suspended by a thread, hung the eternal menace of unemployment. It was this that gave the Capitalists their advantage, and they were straining every nerve to push it to its fullest limits.

"What is the prospect before our members and the workers in general?" Mr. Walker went on to ask. "We are approaching another winter. To many of our fellows, unemployed as they have been for many months, the word is a most ominous one. One and a half million of them are finding out from bitter personal experience what trying to live on the Government dole implies. How many thousands besides these are unemployed but not registered at the exchanges we cannot tell. Nothing indicates more clearly the impotence of Capitalism to solve the problem of providing adequate means to a decent life, for all. Capitalist spokesmen and even members of the Government declare that unemployment is a necessary evil which can only be mitigated. They say it cannot be eliminated, and they try to leave it at that, and to distract public attention from it. It will not do. If there were only this charge to be laid against Capitalism, it would still be true that the present system has stood its trial and has failed to justify itself.

NO SIGN OF TRADE REVIVAL.

"Numerous interested parties have prophesied a trade revival, but still it is not in sight. Unemployment will continue on an appalling scale, and I should need to have a great deal more faith in Cabinet Committees than experience warrants in order to be persuaded that much help will come from Government quarters. What is the use of our resting content with simply saying that those from whom the opportunity to earn is taken should have proper and adequate support? If the whole of us were in that condition we should stop it in a week."

To the trade union movement as a whole Mr. Walker said that, whatever happened, they must stick to this question through thick and thin until, from whatever Government was in power, they got proper and adequate provision for those who were the victims of this worst evil of our industrial system. Maintenance of the unemployed, he urged, should be a charge on the national exchequer.

After an attack on the Trade Union Act (Amendment) Bill, by which opponents of the trade union movement, he declared, were seeking to destroy its association with the Labour Party, the president passed some oblique criticisms on those who have recently been working for a better understanding between employers and employed. "It is disappointing," he said, "to find workers in one industry advocating policies or acquiescing in a course of action which their own employers may propose when other sections take views which are precisely opposite. Is it too much to ask that we should be prepared, as sections, to make some further sacrifices, if needs be, in the interests of our class? If we take sides with the employers and fight quarrels which, after all, are often purely the business of those employers, do we by that means really advance our cause? Is the temporary advantage worth the price? Significantly enough, the employers are only too anxious to encourage whatever misunderstanding and suspicion there may be between our different sections. They want to divide us, and the unpalatable fact is that they often succeed in doing so. This must cease, and no longer in theory only, but in stern fact, we must make the struggle of one the concern of all.

LACK OF SYMPATHY.

"It may be said that, so far, the new General Council has not succeeded in doing much towards this end. It is a fact, however, that the will to more co-ordinated action must come from the mass of trade unionists themselves. Is the concern of those trade unionists who are unaffected by any industrial dispute which may be progressing as deep, sincere, and effective as we would all wish it to be? Can any man or woman here answer that in the affirmative? I am afraid not; and there lies our trouble. It is a matter we must deal with. I have no hesitation whatever in saying that the recent struggles of the engineers and the dreadful plight in which the miners of this country are—to take only two of the most prominent illustrations—have not been followed and are not understood by the other trade unionists as they should be. If there is no trade union opinion adequately expressed, backed by the obvious determination of the trade union world to have the wrong righted, who can be astonished that there is no public opinion to cry out against it also? Trade unionists have to wake up. We must keep a watch on ourselves and preserve at all costs the broader view.

(Continued at foot of next column.)

"I sometimes ask myself whether or not this annual congress enables the trade union movement itself to discuss adequately those same industrial problems. Certainly the full force of organization among the workers will never make itself felt and the will inside our movement will never get true expression till the workers as a body can meet the employers as a body. If we have an agreed and common policy on all questions will not our propaganda be more effective, and shall we not be able to stand side by side on our platforms with a greater sense of solidarity? I cannot admit that the time has come for the workers to give up an aggressive policy. To do so would mean that we accept the present system and its philosophy of greed and competition which is its basis. Our choice is between acceptance and challenge; but we can only take up the attitude of challenge when our faith in ourselves is unshakable and when we are prepared to face the misunderstanding and misrepresentation which seem the lot of all honest people. We are warring not against a set of people, but against wrong ideas, and we need to carry on that war with courage and resolution. By that means alone shall we be able to rally our members and charge our movement again with new enthusiasm."

The later passages of the address were devoted to an appeal for support for a Labour Press and to a review of the foreign policy of the Government. It had now become an axiom, he said, that without a just solution of the reparations question, without a loan to Germany, and without fullest evidence of a general desire among European countries to restore the financial balance, there could be no escape from ruin. It was astonishing that the workers of this country had watched with so much patience the weary succession of conferences on reparation, indemnities, and territories, each shelving the real issue, each pretending to face the difficulties by ignoring their existence. It would be impossible to exaggerate the gravity of the position to which we had now come.

"MEN WITH WAR MINDS."

He was sensible that we could not advance in complete independence of thought in other countries, but since it was clear that the capitalist government could not discover the way out it was for the working populations of all countries to exchange opinions and experience and to work to impress their view on their home governments. Above all, they must strive to create a public opinion that believed that a real peace between all the peoples of Europe could be easily achieved. That could not be done by men with war minds. It was all very well to blame France, and it was, of course, utterly impossible to support any plan that sought to reduce Germany to a position of economic slavery or to assist France to become dictator of the European continent. At the same time it was not much use condemning their politicians, who were struggling with unbalanced budgets, who hungered to establish themselves as lords of Europe, and who had big French capitalist interests to serve, while at the same time no accusing finger was pointed at our so-called statesmen in this country. He did not believe that there was any real prospect for a world settlement of problems which arose out of the war until the Coalition Government was driven from the seat of power. The world to-day, he said in conclusion, was not big enough to quarrel in. Common sense and political experience were uniting to convince the world that it was an essential unity and of the fact that no part could suffer and leave the rest unscathed.

TRAMWAYS OF THE FUTURE.

THE OVERHEAD OR THE CONDUIT TYSTEM?

Alderman Sir David Hennessy, before the Railways Standing Committee at Melbourne, earnestly advocated the conduit system as against the erection of overhead gear in any scheme for the laying down of electric tramways through the city streets. He said he had been a member of the City Council for 28 years, and had been elected to the Lord Mayoralty on five occasions. For many years he had been a member of the old Tramways Trust. He had no desire in any way to criticise the Tramways Board unfairly but he had given some thought and consideration to Melbourne's tram system as compared with other countries he had visited. His object was to protest most strongly against overhead wires disfiguring and spoiling the vista of their city. It was one of the finest in the world. That was recognised by all visitors. Assuming that the cost of laying a properly constituted electric tram track was from £22,000 to £25,000 per mile, and the cost of the underground system was said to be about £60,000, the differences would be on the principal streets, (approximately 5 or 6 miles) at £35,000 per mile extra, roughly about £210,000. That compiled at 6 per cent. interest and sinking fund would be about £122,600 a year. Interest and principal divided over a period of 33 years with an extra 1 per cent. would be roughly £14,700 a year. Personally he thought it would be worth it all. The transportation in London by motor bus, in his opinion, was marvellous. The same thing could be done in Melbourne for the people particularly on their wide roads. It would do away with the congestion and overcrowding that took place at present.

DISABLED EX-SERVICE MEN.

Earl Haig speaking at Manchester, on September 16th, pleaded the cause of 120,000 disabled ex-Service men still unemployed, suggesting that they should be distributed among employers who would pay them what they were able to earn and the Government should make up the deficiency in wages. He added: "I do insist upon these poor fellows being looked after for the rest of their days and given a job they can do."

BURMO-CHINA TRADE.

THE QUESTION OF A LINKING RAILWAY.

In an interesting article which recently appeared in *The Englishman* (Calcutta) on the possibilities of constructing a railway across Asia, connecting Calais with Canton, the advantages of linking up Burma with China railways was discussed.

This problem, as was stated, has been debated for years, but up to the present not even a decent road has been made linking the two countries, and no communications other than mule tracks exist.

This is surprising considering the one-time much talked of trade between China and Burma, and the surveying of various routes connecting the Irrawaddy with Yunnan.

As a matter of fact this trade is to a great extent a myth, and will remain so until the Chinese open up their Empire with an extensive system of railways.

The only trade carried on at present is with the Shan States around Momein and the district lying between that town and the frontier.

The population of this area is comparatively thin and poor, and their requirements few.

Any trade between China and India *via* the western gateway must be with the inner states of China around Chungking and the country between the Canton and Yangtsekiang rivers, if it is to be really worth developing.

But this must await the awakening of China to her vast trading possibilities, and the extension of the Hongkong-Canton railway up the valley of the Canton river to Yunnan; and a cross railway linking up the Yangtsekiang. Then the extension of the Burma railways beyond Lashio to Namkhan, and thence along the Shweli river to Momein and Yunnan, would come within the range of probability.

But the chief question raised is the one of the severe competition to be expected and the lines paying under these circumstances.

For centuries the great trade of internal China has rolled down the Yangtsekiang and Canton rivers to the coast, and in some measure down the Mekong to Saigon.

Can it be imagined that the Chinese will build railways with the express purpose of directing part of this trade to the Irrawaddy in foreign territory?

The merchants on the Chinese sea coast will have some objections to that. Again, to the south in keen competition with Burma is Siam and the French possessions, the latter already possessing a fine natural highway in the Mekong river. Will these allow the China trade to be diverted into British territory? Already the railways in these progressive countries compare very favourably with those of Burma and are only awaiting the development of the Chinese systems to link up with them.

Modern China is no longer the catspaw for other nations and in the development of her western provinces free ports and special concessions can no longer be forced from her.

Trade here will develop on strictly competitive lines and the question is can railways vying with each other compete with water transport in these regions. The prospects are not encouraging.

The construction of good and efficient roads suitable for motor transport between Bhamo and Momein *via* the Taiping Valley, and from Lashio *via* Namkhan and the Shueli, would probably test the possibilities of the routes in the cheapest manner, and at least increase the present caravan trade by these routes.—*Englishman.*

INTERNATIONAL HEALTH.

BIG ROCKEFELLER GIFT.

The League of Nations Health Committee have formally accepted the offer of the International Health Board of the Rockefeller Foundation to finance certain branches of the committee's work. The task in which the Rockefeller Foundation is particularly interested is the health organisation's scheme for an interchange of public health officers and the development of a system of international epidemiological intelligence. Consequently, the Foundation has offered $60,000 yearly for three years for the former purpose and $30,000 a year for five years for the latter. This offer was approved in principle by the Council in London last July, and a draft contract and a programme for the use and administration of these funds have now been prepared by the Health Committee, and are being forwarded to the Rockefeller Foundation.

SPORT.

FOOTBALL.

The matches arranged for to-day are:—

HONGKONG LEAGUE.

DIVISION I. (Kick-off: 4.30 p.m.)

Kowloon *v.* South China.—Railway ground, Kowloon. Referee: Mr. G. H. Perryman.

R.G.A. *v.* Hongkong. — Sookunpoo ground. Referee: Mr. W. E. Hollands.

H.M.S. *Tamar* *v.* H.M.S. *Ambrose*. Navy "A" ground. Referee: [illegible] Williams.

Hongkong Police *v.* King's Regt.—South China ground. Referee: Mr. F. Smith.

Kowloon open their new ground to-day with a match against South China. The new ground is situated on the railway side of Chatham Road at the old approach to Hunghom Station. It is very near to the road, and with the usual Chinese crowd traffic will almost be suspended, as the space for spectators is very limited. The playing-field is on the small side and hardly suitable for first League games, though it comes within the dimensions approved by the Football Association.

The game should be evenly contested and Kowloon should do well, as their style of play is suited to narrow grounds, while the Chinese like to swing the ball about. A win for the home team in their first League match on the new ground would be a good omen for future success.

The Club journey to Sookunpoo, as their ground has been lent to the American navy. The Club meet the R.G.A., and another good game should be seen with the defence on both sides beating the attack and the result a goalless draw.

The Police meet the King's Regt. on the South China ground. The soldiers should win. The Police are trying out some men, recently joined, who have given a good account of themselves in practice matches.

A fast game should be seen between the two Naval teams at Happy Valley, with the *Tamar* winning by a narrow margin. The *Ambrose* men have not yet got together, and their forwards lack combination. If Coysh is at the top of his form in goal the depot ship may create a surprise.

HONGKONG F.C. *v.* R.G.A.

The following team will represent the Hongkong F.C. in their League game with the R.G.A. at Sookunpoo to-day at 4.30 p.m.:—Rodger; Israel and McPhail (capt.); Logan, Stewart and Moore; Purvis, Forsyth, Begg, Valentine and England.

KOWLOON *v.* SOUTH CHINA ATHLETIC.

The following will represent Kowloon in this 1st division fixture to-day:—Townsend; Wheeler and Knight; Morrison, King and Pasco; Millard, Hall, Mason, A. Duncan and Coombs. Reserve: G. Duncan.

This will be the first match in the Senior League played in Kowloon for about 12 years and the game should be an excellent one.

NO MORE GIANT LINERS.

COST TOO HIGH FOR THE NEXT 30 YEARS.

Is the 50,000-ton liner the limit of man's peaceful marine architecture, as the super-Dreadnought has proved to be the limit of his naval architecture? Shall we never build any more of these floating cities?

Mr. P. E. Curry, the Southampton manager of the White Star Line, strongly hinted that we are not likely to do so in a speech at the Southampton Pilots' dinner.

"Southampton," he said, "is the home of the largest liner in the world, the largest ship that is ever likely to be constructed in our lifetime."

The significance of this statement was not missed by his audience. The general opinion of the shipping world is that the day of the super-liner is closing. The cost of building new vessels of this size will be prohibitive for at least thirty years.

Capital expenditure on a new super-liner would be at least £5,000,000.

Then there is the difficulty of docking. No dry dock to which the *Majestic* can be sent for overhaul exists in Great Britain. She would have to go to Hamburg or an American port for refitting during the next twelve months while Southampton's new floating dock is under construction.

Finally, there is the question—Do these ships pay?

The oil fuel for one trip across the Atlantic costs about £22,500. This one item alone is startling enough, but in addition there are scores of other items, from dock dues to stewards' wages. The washing bill for one trip amounts to £750.

Great passenger lists are imperative if the liners are to pay running expenses, and it is lack of third-class passengers which makes all the difference between a good profit and a bare return.

United States immigration restrictions are strangling third-class traffic. Aliens who have made a little money in America dare not leave the country in case they are not allowed to return.

One of the largest ships in the world arrived the other day with 123 third-class passengers, whereas her capacity is two thousand. She had only sixty-nine first-class and sixty second-class passengers, so that it is not unreasonable to assume that the trip was not profitable.

The tendency is undoubtedly towards smaller ships. The Cunard Company have taken delivery since the war ended of several ships of 16,000 to 20,000 tons each, and new White Star ships are of 16,500 tons.

America alone talks of building new monsters. This was pointed out to a shipping magnate.

"I am willing to wager," he said, "that no one, not even America, builds a 50,000-ton ship in the next quarter of a century."—*Daily Express.*

ROYAL HONGKONG YACH CLUB.

EIGHTEENTH ANNUAL GENERAL MEETING.

The Hon. Mr. A. R. Lowe (Vice-Commodore) presided over the eighteenth annual general meeting of the Royal Hongkong Yacht Club held at the Club House, North Point, last evening. Amongst those present were H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn, C.M.G.), Commodore E. Grace, R.N., Mr. D. K. Blair, Mr. G. M. Shaw, Mr. A. G. Lamplugh, Mr. J. S. McCann, Mr. T. A. Martin, Mr. R. Sutherland, Mr. D. H. Blake, Mr. M. J. Henderson, Mr. D. C. Logan, Mr. D. J. Ralphs, Mr. H. S. Rouse, Mr. J. D. McClatchie, Mr. J. Thayer, Capt. Davison, Mr. H. V. Lamarche, Capt. G. A. Crawford, Mr. E. Cock, Mr. C. E. L. Grist, and Mr. F. G. Vaux (Hon. Secretary).

The CHAIRMAN, in proposing the adoption of the annual report and balance sheet, said he was sorry the Commodore (Mr. Frank Smyth), who was more conversant with the affairs of the Club, was not present to preside. The Committee had prepared a very voluminous report, which seemed to cover everything done in the past year, and their hopes for the future. The expenses of running the Club showed an increase on the previous year, but they hoped to curtail these to some extent during the incoming year. The water in front of the Yacht Club had never been sufficient to accommodate all their craft and now that the Praya reclamation had been commenced they were compelled to move their anchorage ground. The Government had very kindly allotted them another anchorage at Causeway Bay right inside the Breakwater, with proper facilities for tying up the yachts—(applause.) The only other point he wished to mention was that a couple of their members, filled with extreme energy, had taken their boats round the Island—(applause.) This was very smart work, but he thought in future that it would be better if they obtained the permission of the Rowing Committee before attempting such feats. The Club could not be expected to pay their doctors' bills—(laughter.)

Mr. R. SUTHERLAND, in seconding the adoption of the report and balance sheet, referred to the expenses incurred during the past year and pointed out that the Club had been run at a loss of some thousands of dollars. As a fairly old member of the Club he did not think this should be the case. He did not wish to enter upon any uncalled-for criticism, but there was one item—an old favourite of his—and that was the large amount of money expended on prizes. If the members referred to the balance sheet they would see that a sum of $732 was expended on prizes for yachting championships. When it was realised that this only represented ten prizes—that is to say two for each of the five classes of sailing boats—which, taken on an average of 2s. 7d. for the dollar, meant something approximating £10 for each prize. There were not many yachting clubs that could afford to pay such high sums. He really thought that something should be done towards adopting a modified scheme of prizes. A Championship cup say at $15 or $20 was quite enough, and the winner of each race might receive as a souvenir a spoon or a flag. In like manner the regatta expenses had been doubled. He quite appreciated that this was due to the change of venue to Repulse Bay. He thought this was quite a good experiment in the right direction, but he would ask the Committee, benefitting by their past experiences, to see if they could run the regatta on a more moderate scale. The figures he referred to did not include the very handsome cups presented by the Commodore and others.

Mr. SUTHERLAND paid a tribute to the Commodore (Mr. Smyth) who had supplied the electric lighting, the boats, the cars and the fine piece of reclamation work for the Yacht Club, but they must not allow themselves to get into any sense of false security. They could not think for a moment that Mr. Frank Smyth could continue helping them to this extent. That was not what they expected. He asked the incoming Committee to look ahead a little. Sooner or later they would have to pay their own way.

The motion for the adoption of the report and accounts was then put to the meeting and carried unanimously.

The election of officers for the ensuing year was then proceeded with.

The CHAIRMAN said: It has been thought that it would be an honour to the Club if we invite the Commander-in-Chief and the General Officer Commanding to become patrons of the Club in addition to our present patron, H.E. Sir R. E. Stubbs, K.C.M.G. If the members agree I will propose this.

Commodore GRACE seconded the proposition which was carried unanimously.

H.E. THE OFFICER ADMINISTERING THE GOVERNMENT, in proposing the election of the Hon. Mr. A. R. Lowe to the position of Commodore of the Club, said the position of Commodore of the Club was a very important one. He realised that as he held that position, which was a very difficult one to occupy. It required great energy to carry out the duties involved. In the past Mr. Smyth had done much for the Club and they would not have been in the position they were in now if it had not been for the generous support of Mr. Smyth. It was, therefore, very important that they should elect someone who would carry on the old traditions. He felt sure that if he proposed the Hon. Mr. A. R. Lowe as their new Commodore they should not have any regrets. Mr. Lowe was an excellent and a keen yachtsman and one who had the interests of the Club at heart, and, who would do his very utmost to make the Club a success as it had been in the past. Mr. Lowe had been one of his keenest rivals at yachting and he knew what a real keen efficient yachtsman he was. His Excellency felt sure if the members elected him Commodore they would be doing the best thing for the Club. He had the greatest pleasure in proposing Mr. Lowe as Commodore.

Commodore GRACE seconded the proposal which was carried unanimously.

The Hon. Mr. LOWE suitably replied and thanked His Excellency the Officer Administering the Government and Commodore Grace for proposing and seconding his election as Commodore of the Royal Hongkong Yacht Club. He appreciated the honour very highly and realised how difficult it would be for him to fill Mr. Smyth's place. In view of increasing years he had thought of transferring part of his affections to the game of all games for elderly men—the royal and ancient game of golf—but up to the present he had found it too difficult to refrain from getting on board this yacht when ever he could do so. Through Mr. Smyth's generosity in providing a fine lawn and Mr. Brayfield's enthusiasm for the game of bowls he thought that his affections would remain with the Yacht Club—(applause.)

The other officers elected were:—

Vice-Commodore.—Mr. D. K. Blair.

Sailing Committee.—Commodore E. Grace, R.N., Messrs. P. N. Hodgson, E. Cock, H. S. Rouse, A. W. Van-Andel and D. H. Blake.

Rowing Committee.—Messrs. D. C. Logan, J. S. McCann, R. Sutherland, A. G. Lamplugh, G. May, and O. S. G. Sheppard.

Bathing Committee.—Messrs. D. Wahl and Carpenter.

House Committee.—Messrs. D. L. Ralphs and J. S. McCann.

Hon. Secretary.—Mr. F. G. Vaux.

Hon. Treasurer.—Mr. T. A. Martin.

The General Committee is to be elected from members of the above committees.

This was all the business before the meeting.

"FALSE FACES."

A STIRRING PICTURE.

A stirring melodrama built around secret service experiences in the Great War comes to the Coronet on Sunday in the shape of "False Faces," Paramount Artcraft's fine film version of the colorful story by Louis Joseph Vance. The picture opens up with a vivid night picture of No Man's Land calculated to put the most blasé audience on edge with expectation, and that early promise of thrills to come is amply fulfilled as the story progresses.

A crook of international fame before the war brought about his regeneration, "Lone Wolf," the hero, has hairsbreadth escapes aplenty before he wins through and carries out the important mission that has been entrusted to him. One of the most remarkable episodes of a remarkable picture is the one in which "Lone Wolf" escapes from a torpedoed steamer to the submarine whose captain sunk the *Lusitania*. Night scenes in the front line trenches are reproduced with astonishing realism.

KIPLING AT KOWLOON.

Kipling goes to Kowloon to-morrow. He will be there at any rate in the spirit for the magic touch of the great writer shows up everywhere in his screen story "Without Benefit of Clergy" which has been drawing delighted audiences to the Coronet during this week. "Without Benefit of Clergy" will only be at the Kowloon Theatre for two days—Sunday and Monday.

THE ALTERATIONS AT THE RACE-COURSE.

DIFFICULTIES OF CONTROLLING TRAFFIC.

PROBABILITIES OF FURTHER INCONVENIENCE TO THE PUBLIC.

The extensive alterations at the Happy Valley Race Course were the cause of much grumbling at last Saturday's Gymkhana, both as regards the rearrangement of public facilities internally and externally. Internally the transfer of the pari-mutuel and the cash-sweep to the Wong Nei Chong end of the stands is considered to be unsatisfactory. Externally the Jockey Club's action in closing the public entrance at the Westend of the stands is regarded as likely to lead to chaos in traffic control when the big crowds attend the annual race meeting.

If nothing is done to amend the proposed alterations it is quite probable that sweeping traffic regulations, which will inconvenience the racing public still further, are likely to be adopted by the police for the next annual meeting. The Captain-Superintendent of Police (Mr. E. D. C. Wolfe) stated yesterday to a *Daily Press* representative that "it is quite probable that the traffic police would have to stop all tram-cars at the Monument, allowing only pedestrians and motor-cars to proceed along the Wong Nei Chong Road." Why motor-cars should be more favoured than the public tram service Mr. Wolfe did not explain, unless it is that the majority of those who motor there are members of the Jockey Club. The bulk of the pedestrians from the Monument will be those upon whom the Jockey Club is more or less dependent for indirect financial support, but they, apparently, have not been considered when the Club drew up their plans of alternation.

The new entrance for the public is not to be the one used by the public at last Saturday's Gymkhana. That was only a temporary arrangement. The new public entrance is to be at the Wong Nei Chung end of the stands. The entrance used on Saturday is to be reserved for members of the Jockey Club. This means that the bulk of the spectators at race meetings, who come under Mr. Wolfe's definition of pedestrians, will have to journey a considerable distance on foot to and from the Monument and run the risk of accidents from the long stream of motor-cars passing through the narrow roadway between the Cemetery and the Jockey Club buildings.

When the alterations were first considered this year, the Jockey Club asked for the views of the Captain Superintendent of Police on the question of traffic organisation. In view of the proposal to transfer the public entrance to the Eastern end of the narrow strip of road, Mr. Wolfe put forward several suggestions, which if carried out, meant extensive alterations and a big outlay of money. He suggested the widening of the narrow portion of the road between the race-course buildings and the cemetery by six feet on either side. He further suggested that the Hongkong Tramway Company should continue the double-track in this widened strip as far as Wong Nei Chung village, or, better still, right round the Valley. Mr. Wolfe also suggested the laying out of a motor-park on the unused patch of ground to the East of the Stands.

Regarding the widening of the road it is understood that the Government are not in favour of this unless the Jockey Club vote a considerable sum of money towards the expenditure incurred. In addition, the widening would mean considerable alterations to the present race-course premises. What view the Jockey Club took of Mr. Wolfe's suggestions is not known but it does not appear as if they are prepared to act upon them.

The Tramway Company expressed its willingness to fall in with one of the proposals, and, if the road is widened they are prepared to lay a double-track through to Wong Nei Chung village. If this is done tram-cars would be able to discharge passengers at the proposed East end entrance during the race meetings.

It is hoped that the Jockey Club will re-consider their decisions and if they are not prepared to lay out the money required to re-organise public facilities properly that they will revert to the old arrangements which it is considered were more satisfactory from nearly every point of view.

CRIMINAL SESSIONS.

[BEFORE THE CHIEF JUSTICE (SIR WILLIAM REES-DAVIES).]

MANSLAUGHTER CHARGE WITHDRAWN.

The trial was continued of Harry Kong, licensed driver, of the Moon Garage, on a charge of causing the death of an unknown coolie in a motor accident at Whitfield, on August 20th.

At the close of the prosecution's case, Mr. Zeitlyn, who conducted the defence, submitted that there was no case to answer.

The Chief Justice held that there was a case to go to the jury on the question of excessive speed.

Evidence was given by the defendant and by Police Sergt. Hallam, who was in his car. The latter said that the defendant did everything possible to avoid a collision and was driving at from 12 to 15 m.p.h. The road was slippery as it had been raining.

The Judge, at this stage intimated to the Attorney-General and Counsel for the defence that he would like to see them in chambers.

When the hearing was resumed, the Judge told the Attorney-General that he would have to direct the jury that they must be satisfied beyond all reasonable doubt that this unfortunate man met his death by the reckless driving of the accused. The Crown had called a certain amount of evidence which spoke as to the pace at which the accused was driving. Whether that evidence was satisfactory or not would be a matter for the jury to decide. The defence, on the other hand, had called two witnesses. The Jury would be bound to give the accused the benefit of the doubt on the conflict of evidence. The evidence for the prosecution on the subject of speed did not seem altogether satisfactory. Whilst the Crown had undoubtedly performed a very proper duty in bringing the matter to the consideration of the jury, and had done all that was necessary, his Lordship was of opinion that the jury should not be required to give a verdict.

The Attorney-General: In view of the opinion which has just been expressed by your Lordship, I do not think that I can properly ask the jury to convict.

Accused was accordingly discharged.

AN OBSTREPEROUS PASSENGER.

THE STORY OF A TRAM CAR RIDE.

The case in which a Gunner of the R.G.A., named Lingane, was summoned before the Magistracy by the Hongkong Tramway Company came up for hearing yesterday morning before Mr. Hamilton.

Three charges were preferred against the defendant: (1) refusing to pay his fare; (2) obstructing a tramway official in the course of his duty; and, (3) tampering with the driving gear of the car.

The facts of the case, as disclosed in the evidence, were that at 10 p.m. on the 5th inst. the defendant boarded a tram-car at Whitty Street and journeyed to Causeway Bay. The conductor had considerable difficulty in collecting the man's fare. Without alighting from the car, Lingane took the return journey to town and refused to pay his fare; despite the repeated requests of the conductor. The tram-car was stopped at No. 2 Police Station and Sergt. Portalion was called on board to speak to the defendant. In reply to the Sergeant the defendant said that a European Inspector had boarded the tram and taken away his military ticket, for which he was to have received an ordinary tram ticket in exchange. The Sergeant advised him to pay the fare, but he refused. The man gave his name as Gunner T. Sullivan, of Wellington Barracks. The journey was continued and from No. 2 Police Station to the Post Office, where the defendant alighted, he several times grasped hold of the driving handle.

On October 7th both Sergt. Portalion and the conductor identified the defendant at a parade of soldiers on the Parade Ground.

The defendant said he had no recollection of anything that happened on the tram-car. He left barracks that night at six o'clock and stayed at the King Edward Hotel until 9 p.m.; what happened subsequently he could not tell.

The Magistrate said it was clear that the defendant took excessive drink, went for a tram ride and made himself objectionable. The most serious thing was that he tampered with the driving gear. On the first summons a fine of $5 was imposed and on the other two summonses he was fined $20.

NEW ADVERTISEMENTS

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, GENOA, PORT SAID, COLOMBO & STRAITS.

THE Motor Vessel

"GLENGARRY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th Oct., 1922, at 5 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 27th Oct., 1922, at 10 A.M. Claims against the steamer including those for cargo short delivered, must be presented on the special form provided, and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.
Agents.

Hongkong, 20th October, 1922. [1645

FRENCH GOVERNMENT LOAN 1922.

PRICE OF ISSUE: Frs. 497.50
(Payable in cash exclusively).

FREE OF TAXES.

NO PRIZES.

NOMINAL VALUE: Frs. 500.00.

Reimbursable at holder's option, as follows:—
On the 25th of September, 1925 for Frs. 500.00.
On the 25th of September, 1927 for Frs. 507.50.

Subscription list wil be Closed on the 7th NOVEMBER, 1922.

Applications will be received by:—

THE BANQUE DE L'INDO-CHINE,
Princes Building, Chater Road.
V. MARSOT,
Manager.

Hongkong, 11th October, 1922. [1610

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"DEMODOCUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on, and after 18th October.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th Oct., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th Nov., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th October, 1922. [1632

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"HOSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 25th inst., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, 19th October, 1922. [1639

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

FROM HAMBURG, BREMEN AND ROTTERDAM.

THE Steamship

"CITY OF TOKIO"

having arrived, Consignees of Cargo are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 25th October, 1922, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before 1st November, 1922, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays between the hours of 10.45 A.M. and NOON, within the free storage period of one week.

No Fire Insurance has been effected.

Bills of Lading has been countersigned by

THE BANK LINE, LTD.
General Agents.

Hongkong, 19th October, 1922. [1636

INTIMATIONS

THE CHINA LIGHT & POWER CO. (1918), LTD.

THE FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on THURSDAY, the 9th NOVEMBER, 1922, at 11 O'clock in the FORENOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September, 1922, and electing a Consulting Committee and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 31st October, 1922, until THURSDAY, the 9th November, 1922, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th October, 1922. [1640

PARTICULARS
of
VALUABLE LEASEHOLD PROPERTY
Situate
No. 13, WING HING STREET,
VICTORIA, HONGKONG,
To be Sold by Order of the Mortgagee
By
PUBLIC AUCTION,
IN ONE LOT
On
THURSDAY,
The 2ND DAY of Nov., 1922, at 3 O'CLOCK P.M.
By
Messrs. LAMMERT BROTHERS,
AT THEIR OFFICE, DUDDELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street, and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS,
Solicitors,
8, Des Vœux Road Central,
and
Messrs. LAMMERT BROTHERS,
[1387] Auctioneers.

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.

Further details apply.

485] W. O. HUMPHREYS, & CO.

J. B. LAL,

THE ABLE INDIAN PHYSICIAN FROM SINGAPORE,

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemicrania, Earpain, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE
the above diseases in less than
TWO MINUTES.

I can cure all Kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

$1,000 REWARD.

A Reward of $1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 2 minutes, providing he does not make use of my medicine.

The medicine is my own preparation.

Consulting charge $3.00
Visiting Fee 5.00

Consulting hours 9 A.M. to 12 NOON.
" " 3 P.M. to 6 P.M.

J. B. LAL,
No. 12, NATHAN ROAD,
1385] KOWLOON.

PUBLISHED TO-DAY

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEKS LOCAL NEWS.

The Paper to send Home.

THE CORONET.

KIPLING'S
WITHOUT BENEFIT OF CLERGY.

KOWLOON THEATRE.

8.45 AND 9.15.

HENRY WALTHALL
IN
FALSE FACES.

INTIMATION

WATSON'S

"E"

is a genuine Pre-war

WHISKY

at least 8 Years old.

It is rich, mellow, of fine flavour and aroma, which only genuine age, skilful blending and high quality can ensure.

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

BIRTH.

TOD.—On October 19th, at 74, The Peak, Hongkong, to Mr. and Mrs. PETER TOD, a daughter. [1642

HONGKONG OFFICE: 10A, DES VŒUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 21ST, 1922.

COALITION GOVERNMENT ENDED.

THE rumours regarding the probability of a General Election in Great Britain before the end of the year have not been ill-founded. A meeting of Conservatives held at the Carlton Club on Thursday having decided by a substantial majority against the continuance of the Coalition, Mr. LLOYD GEORGE has resigned office, and Mr. BONAR LAW has undertaken to form a new Ministry, if he is elected to the leadership of the Party. A General Election is predicted, and Armistice Day, November 11th, is indicated as the probable date. It has been evident during the past year that Party principles were killing the Coalition. A nail in its coffin was the passage of the anti-dumping resolutions in the House of Commons. Mr. LLOYD GEORGE told the Coalition Liberals—who are Free Traders—to vote for these in order to restore the "strained allegiance" of the Coalition Government. Some of them did so, and this action was followed by wholesale resignations from Coalition Liberal Associations, especially in the North of England. Other questions have alienated Conservative support of the Coalition, and although Mr. CHAMBERLAIN, who has been the recognised leader of the Conservative Party since Mr. BONAR LAW's health compelled his retirement from the Ministry, has strongly advocated the maintenance of the Coalition, the vote at the Carlton Club clearly shows that he does not represent on this question the majority of his party. Evidently, such an overwhelming vote against the Coalition was unexpected, but when we see members of the party of the eminence of Lord BALFOUR, Mr. CHAMBERLAIN, Lord BIRKENHEAD, Sir ROBERT HORNE, Sir WORTHINGTON EVANS and Lord LEE subscribing to a public protest against the hostile attitude of the meeting towards Mr. LLOYD GEORGE a very interesting election campaign is foreshadowed—if a General Election is to take place. There is no definite announcement yet on that subject, and it does not necessarily follow that a General Election will take place immediately if Mr. BONAR LAW is able to form a Ministry which can find the necessary support in the existing House of Commons. But it is evident from the cables that a General Election is regarded as a certainty.

It is not easy to predict what would be the result of an appeal to the country. We need first to see how the various parties propose to sort themselves and what programmes they intend to submit to the country. Then there is the new factor of the woman's vote to consider. No election has been fought since women were given the vote. If the Unionists are able to compose their present differences it is highly probable that they would win the election easily; but, if they split, as the Liberals have split, the Labour Party is likely to get the chance it is seeking. It is pertinent to recall in this connection Mr. CHAMBERLAIN's recent speech at Birmingham when he made what the cable described as "a bold and impassioned" appeal for unity. He urged that the Coalition was inevitable at the present juncture in view of the menace of the formation of a Labour Government. He declared that if Labour obtained a majority at the election direct action would triumph over the Government, which Mr. CLYNES had said would have to take instructions from the Caucus. Mr. CHAMBERLAIN declared that the capital levy threatened by Labour would mean the ruin of industry and he was convinced that there was no possibility of any Government carrying on in the new Parliament except by Coalition.

The Unionists have constituted the majority in the Coalition Parliament and if they are given a working majority at the polls next month it will represent nothing more or less than an endorsement of the main lines of policy pursued by the Government of which Mr. LLOYD GEORGE has been the Prime Minister. When these facts are remembered it does not seem quite so strange that the eminent Unionist statesmen whose names we have mentioned have publicly protested because the Conservative Party, as represented by the Carlton Club resolution, "would not consent to Mr. LLOYD GEORGE retaining the Premiership after a successful election, however much he and his party contribute to the result." We have yet to learn the points on which they seriously disagree with the policy pursued by the Coalition Government under the presidency of Mr. LLOYD GEORGE.

The manifesto of the dissident Conservatives is a remarkable tribute to the retiring Prime Minister's services to the State "no less after than during the war in handling domestic and foreign problems." In retiring from the burdens of office after seven or eight years of strenuous labour in positions of the highest responsibility, Mr. LLOYD GEORGE is well assured that he retires with the undying gratitude of the nation. He would scarcely be human if he did not welcome this opportunity of repose and freedom from the cares of State after so long a period of heavy responsibility, but he is no more likely to forsake the political arena than Lord BALFOUR has found it possible to do. Mr. LLOYD GEORGE is to deliver a speech at Leeds to-day, and though he perhaps did not expect, when he made the engagement, to be speaking in the capacity of a private member of the House of Commons, his speech will be just as eagerly awaited for the indication it is likely to give of his immediate political future.

Mr. H. Percy Smith is due back in the Colony by the *City of Paris* on November 10th.

Book early at Moutrie's this morning for to-night's final performance of "I'll Leave it to You."—ADVT.

At the result of a quarrel at a street fountain a Chinese youth was assaulted by a number of water carriers and injured. He was removed to hospital by the police.

The Theatre Royal was crowded with United States sailors, last night, when the Amateur Dramatic Club entertained them to a performance of "I'll Leave it to You," and had the pleasure of acting before a most appreciative and enthusiastic audience.

The Rev. J. Kirk Maconachie who has been visiting Peking returns to the Colony to-day by the s.s. *President Lincoln* and resumes duties at Union Church tomorrow.

The 7th Hongkong (S.Y.P.) Troop of Boy Scouts (Saiyingpun School) has received from Mr. C. H. Blason a donation of $50 donated towards the Funds of the Troop.

A Chinese farmer's house, at No. 27, Ma Tau Cheung village was entered during his absence, by robbers on the night of the 18th and 19th inst., and clothing and money worth $77 is missing.

An armed robber entered No. 29, Gough Street, early on Thursday morning, and held up the inmate of one of the cubicles on the second floor—a married woman. He demanded her keys, which she handed over, and he extracted money and jewellery from a chest of drawers to the value of $1,432.

The 39th Annual Bazaar in aid of funds for the Society of St. Vincent de Paul will take place on the 10th December. The Motor-car Draw is now ready and tickets can be had from Mr. F. H. Barnes (Singer Sewing Machine Co.) or Mr. A. H. Carroll (Carroll, Bros.), or Mr. J. M. Noronha (Credit Foncier).—ADVT.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

PEKING POLITICAL OUTLOOK.

ANOTHER NEW CABINET PROBABLE.

PEKING, October 20th.

Members of the Cabinet were in communication with the President, yesterday. He said they must obey the President's order and carry on, so as to prevent a dislocation of administrative work, but he asked Li Yuan Hung to select a new Cabinet at the earliest possible moment, as Parliament is again going into session.

THE CANTON LOAN.

PEKING GOVERNMENT'S REMINDER TO THE LEGATION.

PEKING, October 20th.

In connection with recent reports of the British Loan in Canton, the Government has drawn the attention of the Legation to the Government's standing attitude towards provincial loans.

PEKING TO LHASA.

OFFICER'S LONG TREK.

SIMLA, October 19th.

Brigadier-General George Pereira has arrived at Lhasa from Peking. He walked 3,500 out of 6,000 miles.

[Brigadier-General Pereida, born 1865, was military attache to Peking from 1905 to 1910. He served in China 1900, South Africa, and the European war.]

SHANGHAI SPURIOUS LIQUOR CASE.

HEAVY SENTENCE PASSED.

SHANGHAI, October 20th.

The French Mixed Court, this morning, sentenced M. Giesel to three years' imprisonment or a fine of three thousand taels. Giesel must pay, in addition, ten thousand taels to the Noilly Prat Company and six thousand taels to the Hennessy Company, for infringement of trade marks. He must also pay one thousand dollars costs to the Noilly Prat Company and five hundred dollars court fees.

All the machinery employed in the manufacture of spurious liquors must be immediately destroyed, and all spurious liquor confiscated.

[M. Giesel, head of the Giesel Company, liquor importers, was arrested on October 16th, charged with the manufacture of spurious liquors, counterfeiting well-known brands. Hundreds of cases of questionable liquor packages and counterfeit labels were found in the company's godown and removed by the police.]

THREATENED STRIKE ON SHANGHAI RAIWAYS.

DEMANDS FORMULATED AT MASS MEETING OF EMPLOYEES.

SHANGHAI, October 20th.

The employés of the Shanghai-Nanking and the Shanghai-Hangchow railways held a mass meeting at Woosung and decided to call a strike unless their demands are met; including shorter hours, holidays, higher wages and pensions.

(Continued at foot of next column.)

"PETER PAN" AT THE PEAK CLUB.

The ball-room of the Peak Club was crowded with happy and enthusiastic children, yesterday afternoon, when the—it is not too soon to say—"immortal" Peter Pan was presented in a series of tableaux and dances. The entertainment formed the children's contribution to the Naval Stall in the annual bazaar for the Ministering Children's League, which is now almost due. It was evident that a great deal of time and care had been expended in preparation and a novel and most attractive entertainment was presented. The stage settings, especially, were very artistic, though the temporary lighting effects did not do them full justice. The tableaux were accompanied by special music and some times resolved themselves into pretty dances, in which the children acquitted themselves very gracefully.

Mrs. Penman arranged the dances and adapted the play into tableau form; Mrs. Sanders was mainly responsible for training the children. Mrs. Aubrey played the violin accompaniments and Mrs. Adams (in spite of indisposition) acted as pianoforte accompanist, as she had done during rehearsals. Miss Reece helped by leading the children's singing. Mr. J. P. Radcliffe and Petty Officer Chas. Routley operated the lighting effects.

The principal parts were taken as follows:—

The Peters	JOYCE PENMAN. YVONNE SHENTON.
The Wendys	HILARY LOWE. IRIS PFORDTEN.
Tinkerbell	MARY SANDERS.
Other Fairies	DAWN SALTER. BETTY BROMWICH.
Michael..... John..... Wendy's Brothers	DAWN SALTER. BETTY BROMWICH.

The performance was most enthusiastically received and will be repeated tonight.

INDUSTRIAL FUTURE OF CHINA.

LESSON FROM THE WEST.

LONDON, October 19th.

Doctor Fong-San, of Shanghai, interviewed in London, dwelt on the inestimable service his fellow-countrymen could render China by learning English. Alternatively, they could benefit by obtaining an insight into Western thought through the medium of translated volumes. He said that China must do her utmost to avoid the terrible industrial conditions now disgracing the West, but would welcome advice from such people as Miss Agatha Harrison, of the London School of Economics, now in China.

FAR EASTERN CABLE SERVICES.

IMPROVED SERVICE PROMISED.

LONDON, October 19th.

At the Eastern Extension Telegraph Co. meeting Sir John Denison Pender said that a contract had been entered into with the Telegraph Construction Company for laying a cable from Colombo to Penang, which he hoped would be working by April next, after which it was confidently hoped to give a good fast service to the Far East by having a margin in cable capacity in the event of temporary interruptions of the main cables.

The restoration of the Great Northern Telegraph Company's service to the Far East had hitherto not been quite satisfactory owing to difficulties, but he hoped the service would soon improve.

ALARMING SITUATION AT VLADIVOSTOCK.

CIVILIANS ORDERED TO LEAVE.

TOKYO, October 20th.

Special messages from Vladivostock state that the City Assembly has refused to accept responsibility for the care of arms or protection of the Consulates. General Dieterichs has ordered all civilians to leave the city for China on ships commandeered therefor. Reports also state that the Japanese Commander has moved his headquarters aboard a transport.

CHINESE RESIDENTS REQUEST PROTECTION.

PEKING, October 20th.

The Chinese Chamber of Commerce at Vladivostock has telegraphed to the Government requesting the dispatch of reinforcements to the border in order to prevent the routed Russians from entering the Province.

A representative of the Far Eastern Republic in Peking has informed the Government that two vessels of the Russian Volunteer Fleet have left Vladivostock for Chefoo. He requests the Government to detain them if they enter a Chinese port.

BRITISH POLITICAL CRISIS.

MR. LLOYD GEORGE RESIGNS.

MR. BONAR LAW UNDERTAKES FORMATION OF MINISTRY.

NOTABLE MANIFESTO BY DISSENTIENT CONSERVATIVES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

LONDON, October 19th.

To a delegation of the Miners' Federation which visited him in Downing Street, the Premier announced that His Majesty the King has accepted his resignation.

LATER.

Mr. Bonar Law has undertaken the formation of a Ministry.

CONSERVATIVE BREAK-AWAY.

LONDON, October 19th.

A meeting of Unionists at the Carlton Club decided by 186 votes to 87 in favour of going to the country as an independent Conservative Party.

A MIXED RECEPTION AT CARLTON CLUB.

LONDON, October 19th.

A crowd gathered early in the neighbourhood of the Carlton Club to witness arrivals at the momentous Unionist Conference which was to decide the fate of the Coalition.

There was some excitement when the Independent Conservative, Mr. Erskine, and the aged Viscount Chaplin, both of whom were not invited, arrived, as the former had been talking of forcing an entrance. Both were quietly admitted, the police restraining the rush of pressmen, who expected a scuffle. Mr. Erskine left in a few minutes, saying he was unable to force an entrance into the meeting room, but Viscount Chaplin remained inside, though not allowed to participate in the proceedings.

The arrivals were witnessed in silence till Mr. Bonar Law appeared and was cheered. Later cheers and "boos" greeted Mr. Chamberlain, while Lord Birkenhead smilingly acknowledged the "boos" and cries of "Judas!" Earl Balfour was given an ovation, being greeted by cheering and hand-clapping.

MR. CHAMBERLAIN'S APPEAL.

Mr. Chamberlain was cheered on taking the chair. He strongly urged the maintenance of the Coalition and appealed for Conservative unity.

Mr. Stanley Baldwin, on behalf of himself and his colleague, Sir A. Griffith Boscawen, opposed the continuance of the Coalition and suggested that the decision be postponed till the meeting of the Unionist Association.

Mr. Pretyman moved a resolution to the effect that the Conservatives were willing to co-operate with the Coalition Liberals, but they should fight the election independently, with their own leader and programme.

Several members, including Mr. Bonar Law, who was given an ovation, supported the motion.

Earl Balfour and Col. Leslie Wilson whole-heartedly supported Mr. Chamberlain.

No motion of confidence in Mr. Chamberlain was submitted.

The adoption of Mr. Pretyman's motion was communicated to the Premier by Sir Philip Sassoon.

RESIGNATION OF UNIONIST MINISTERS.

LONDON, October 19th.

The Carlton vote, which would have been a huge surprise yesterday, was practically a foregone conclusion after the Party Executive's decision and the Newport result, but the size of the majority proved a sensation. Mr. Bonar Law's speech is regarded as accountable therefor. He said he had reached the conclusion that the Government had lost the confidence of the country, and mentioned that he warned the Government some time ago that the effect of the Coalition would be to drive the country into the arms of Labour.

The vote had an expected result in the announcement of the resignation of a number of Unionist Ministers, namely Col. Leslie Wilson, Sir Griffith Boscawen, Col. Amery, Col. Peel, Mr. Baldwin, Capt. King, Col. Buckley, Sir J. L. Baird and Sir Lloyd Greame, and the King's return to receive Mr. Lloyd George in audience.

Those in close touch with the Premier said the latter anticipated the result of the meeting and was in no wise depressed. On the contrary, he was in excellent spirits when he received the figures.

Mr. Bonar Law, who after the meeting was warmly congratulated by a number of those present, is regarded as the possible head of the next Government.

HIS MAJESTY THE KING RECEIVES THE PREMIER.

LONDON, October 19th.

The Premier conferred with leading members of the Cabinet, after which he had an audience with His Majesty at Buckingham Palace, the King returning specially from Sandringham.

MR. BONAR LAW'S EXPLANATION.

LONDON, October 19th.

Mr. Bonar Law explained to His Majesty that his acceptance of the task of forming a Ministry was dependent upon his election as Unionist Leader by the meeting of members of the House of Lords and House of Commons of the same political complexion as he represented, the Conservatives being at present without an official recognised leader.

It is understood that this meeting of Parliamentarians will possibly be held on Sunday.

HOW THE CRISIS OCCURRED.

LONDON, October 19th.

An account of to-day's events, officially gathered at No. 10, Downing Street, shows that Mr. Lloyd George, in tendering his resignation, advised His Majesty to summon Mr. Bonar Law.

It transpires that, it accordance with a pre-arranged plan in the event of defeat at the Carlton Club, Mr. Chamberlain went direct to Downing Street after the meeting to surrender office.

Later, other leading Ministers did the same at a meeting with Mr. Lloyd George prior to his seeing His Majesty.

Mr. Lloyd George's Leeds engagement on Saturday holds good (but his speech will be made in a different capacity).

Later in the evening, Mr. Lloyd George presided at a meeting of Coalition Liberals in the Ministry. The proceedings were strictly private.

Mr. Lloyd George's visit to His Majesty lasted twenty minutes.

In view of the change in the political position, the Nationalist Unionist Association has decided to abandon the special emergency conference and also to postpone the annual conference, fixed for November 15th, *sine die*.

Mr. Bonar Law's visit to His Majesty, when he undertook the task of forming a Ministry, lasted twenty minutes.

LABOUR PARTY PREPARED.

The Labour Party Headquarters report that plans are complete for an immediate election.

UNIONIST PRAISE FOR MR. LLOYD GEORGE.

LONDON, October 20th.

A high tribute to Mr. Lloyd George and strong disagreement at the action adopted by the meeting at the Carlton Club are expressed in a notable manifesto signed by Coalition Unionist Ministers headed by Mr. Chamberlain, Lord Birkenhead, Earl Balfour, Sir Robert Horne, Sir Worthington Evans and Lord Lee.

The signatories point out that the resolution passed meant that the Conservative Party would not consent to Mr. Lloyd George retaining the Premiership after a successful election, however much he and his party contribute to the result. The signatories said they could not convey such a message.

After glowingly eulogising the Premier's services, no less after than during the war, in handling domestic and foreign problems, the writers criticise the attitude of members of their own party who invited them to send the Premier a letter of dismissal.

UNIONIST EXECUTIVE DEFY MR. CHAMBERLAIN.

LONDON, October 19th.

The decision of the Unionist Executive, which, it is important to remember controls the Party was chiefly in convoking an emergency Party Conference, was the most dramatic incident in recent political history, because it was in direct defiance of Mr. Chamberlain, as repudiating, beforehand, the decision of the meeting he has convoked at the Carlton Club to-day, and was clearly directed against a compromise, which, it had been freely suggested, would be the outcome of to-day's meeting. The Executive considers that the Carlton meeting will not be sufficiently representative.

The decision startled Downing Street, where Mr. Chamberlain immediately convoked a meeting of Conservative Ministers at his residence, at which the situation was protractedly discussed. The Conservative Press to-day expressed the hope that Mr. Bonar Law would intervene at the meeting at the Carlton Club and somehow save the situation.

RESULT OF NEWPORT BYE-ELECTION.

LONDON, October 19th.

The bye-election at Newport, consequent upon the death of Mr. L. Haslam (Coalition Liberal), resulted as follows:—

Mr. Clarry (Conservative),	13,515
Mr. Bowen (Labour)	11,425
Mr. Moore (Liberal)	8,841

This is the first bye-election since the formation of the Coalition at which all the candidates were standing independently, none receiving Government support or supporting the Government.

FEELING OF RELIEF IN FRANCE.

PARIS, October 19th.

There was much excitement in the Chamber of Deputies at the news of the resignation of the British Government. The predominant feeling was one of relief.

LATEST CABLES.

MAHOMEDAN MOSQUE IN PARIS.

FOUNDATION STORE LAID BY FRENCH MARSHAL.

PARIS, October 19th.

The first stone of a Mosque in Paris has been solemnly laid under the presidency of Marshal Lyautey. All Mahomedan nations were represented: Afghanistan by Sirdar Madomed Tarzi; Afghan students in India by the Maharajah of Kapurthala.

Si Kaddour Ben Ghabrit, Chief of the Society of Holy Places in Islam, alluding to the French attitude towards events in the Near East said that the gratitude of Moslems towards France will be eternal.

Marshal Lyautey emphasized that, all the deep sympathies of the French people are with the Turkish endeavours towards a national restoration.—*Havas.*

EARLIER CABLES.

BRITISH EMPIRE EXHIBITION CONTROVERSY.

A QUESTION OF RESTAURANT SERVICE.

LONDON, October 19th.

An acute controversy has developed as the result of the resignation of Mr. Robert Donald from the Committee of the British Empire Exhibition as a protest against the Committee's decision that it is impracticable to serve exclusively British and Dominions' produce at the Exhibition's restaurants.

Sir A. McMahon, Chairman of the Committee, replying to Mr. Donald, said that hitherto it has been impossible to find caterers willing to undertake the business under the rigid restrictions advocated by Mr. Donald, but the manager of the Exhibition had been instructed, when negotiating with prospective caterers, to do his utmost to meet the wishes of the Dominions; therefore Mr. Donald's protest was groundless.

SURPLUS STOCKS BECOMING EXHAUSTED.

TRADE REVIVAL PREDICTED BY CHAIRMAN OF ARMSTRONG'S.

LONDON, October 19th.

At the annual meeting of Armstrong, Whitworth & Co., the Chairman said that depression was due to the deliberate withholding of orders in the hope that prices would be still further reduced, but stocks throughout the world were rapidly becoming exhausted, and the policy of buying from hand to mouth must in the near future result in the placing of larger orders.

NEW LOAN FOR ARGENTINE.

WASHINGTON, October 19th.

The Argentine Government has received bids for a loan of a hundred million dollars from a group of American bankers, to replace the 212 million dollars loan which the Argentine Congress has not ratified.

A COTTON SUBSTITUTE?

SUPERIORITY CLAIMED FOR NEW FIBRE.

LONDON, October 19th.

Mr. Montefiore, Chairman of the Arghan Development Syndicate says that the period of experimentation has ended with a new fibre which, he claims, is superior to cotton. He anticipates deliveries to Lancashire next year.

SPANISH FOREIGN POLICY.

MADRID, October 19th.

The Cabinet has proposed the Spanish Government's participation in the loan for the reconstruction of Austria, and has also approved in principle the draft of the Anglo-Spanish Commercial Treaty.

FRENCH POLITICS.

PARIS, October 19th.

The Chamber passed a vote of confidence in the Government by 389 votes to 148. The issue hinged on the Government's desire to reserve October 24th for a discussion on the Budget.

OBITUARY.

SIR WILLIAM MEYER.

LONDON, October 19th.

The death is announced of Sir William Meyer, High Commissioner for India since 1920.

GERMAN ORDERS REFUSED.

A recent London paper says:—Scottish textile houses report that many cancellations of orders placed by German firms are reaching them. Hitherto the Germans have guaranteed payments in sterling to cover all orders, but this has become impossible, and home manufacturers are turning down all fresh offers of business from Germany. On the other hand, Russians are in many cases lodging sterling payments with British banks to cover orders sent to this country.

U.S. GOLF CHAMPIONSHIP.

TOLLEY'S GREAT EFFORT.

Cyril Tolley, the only member of the British team to survive the second round of match play over the historic Brookline course, won a thrilling victory on September 6th, over George Aulbach, the phenomenal public links golfer from Scarboro', Massachusetts. The Boston player was one up at the end of eighteen holes, but Tolley would not be denied, and, finishing with a great burst on the homeward journey in the afternoon round, he achieved victory on the sixteenth green by the margin of 3 and 2. The latter part of this struggle was played in a furious thunderstorm, but Tolley appears to revel in heavy going, and as soon as the rain came on he drew away from his rival.

Tolley's drives were off the line in the morning round, which is a fatal fault on the narrow Brookline fairways, and one that proved the undoing of his colleague, Roger Wethered, in the qualifying round, but in the afternoon he had straightened out admirably, while still retaining his splendid length from tee, a factor which gave him a consistent advantage over his young opponent. Tolley's iron shot to the eighth green in the morning round will perhaps remain a feature of the entire tournament. He had hooked his drive into a dense patch of woods, and was compelled to play his second through a maze of branches and leaves to the distant green. So successfully did he accomplish the feat that his ball reached to within eight feet of the pin, and he sank the putt for a three. They were all square coming to the eighteenth hole, but here Tolley hooked into the rough, and was very short with his second, Aulbach winning by 4 to 5.

HOW TOLLEY TRIUMPHED.

Resuming after luncheon, Tolley lost no time in squaring the match. He saved himself a half on the second by pitching boldly across a line of intervening trees to the green. The turning-point of the match came at the tenth hole, which the referee awarded to Tolley because Aulbach patted the turf behind the ball with the head of his brassie. The unfortunate incident appeared to throw the inexperienced Bostonian completely off his game, and he proceeded to lose three out of the next four holes. Tolley clinched the match at the thirteenth, whipping out one of his prodigiously long drives, and following it with a crisp iron, which landed three feet from the flag. Aulbach almost stymied his opponent, but Tolley curved his putt around the American's ball in daring fashion.

THE THIRD ROUND.

Cyril Tolley, Britain's lone surviving contender for the American amateur title, clashed on September 7th with the conqueror of Torrance and Ouimet, Rudolph Knepper, of Sioux City. Against the most powerful adversary he had as yet encountered Tolley did not show his customary form at starting, requiring 44 strokes to reach the turn, Knepper, out in 39, being 3 up on the Briton. Tolley won the tenth hole, lost the eleventh and twelfth, and was 4 down when he reached the thirteenth tee. Here Tolley staged one of his famous rallies, the turning-point coming on an amazing chip shot from the rough which landed on the edge of the green and dribbled into the hole for a birdie 3. He followed with victories at the fourteenth and fifteenth holes, reducing his opponent's margin to 1. They halved the next two, and both reached the edge of the green in 3. Here the American, with the deadly accuracy which distinguishes his game, sank the mud-covered ball from a distance of thirty feet. Tolley barely missed his bid for a half, becoming 2 down at the intermission.

47 OPERATIONS IN TEN YEARS.

ARMLESS AND LEGLESS MAN'S FAITH.

The terrible story of a man who is being gradually cut in pieces by surgeons in order to save his life is reported from Lausanne. Albert Froidevaux, who recently underwent his forty-seventh operation, has in the last ten years successively suffered the amputation of his fingers, toes, hands, feet, arms, and legs.

Froidevaux, who is forty-three years old, was born near Neuchatel. He joined the French Foreign Legion when young and served in most of the French colonies. He participated in many fights, and received two medals for bravery.

While he was engaged in erecting a palisade in Tonkin in August, 1910, a bamboo splinter ran into his finger, and the terrible and incurable disease known medically as symmetric gangrene set in. None of the vital internal organs was attacked, and through all his sufferings the man's brain remained clear.

Froidevaux has just completed the dictation of a book on his life, entitled "Patience." Two sentences may be quoted as epitomising his views:

"Life is very beautiful. One must cling to life, and in great troubles have patience and faith."

DOCTORS' EDUCATION HEAVY COST.

An important question for parents who wish their sons to enter the medical profession is, How much does it cost to become a doctor? The figure averaged £1,000 before the war, but now a medical education costs at least £1,500 according to the Educational Number of the *British Medical Journal*. It may be a good deal higher, for some schools charge more for education and examinations than others, and there are also differences in fees for certificates of qualification. Then, many students fail to qualify in the five years fixed as the duration of study, and some taken seven or more years.

THE GROWTH OF A GREAT GAME.

FOOTBALL AND ITS FASCINATION.

WHEN "ETON THOUGHT RUGBY WAS VULGAR."

An interesting contribution to football literature has been made by Mr. Harras Moore, whose book on "The Rise and Progress of Modern Football" has just been published by Messrs. Bowman and Murdoch, Shoe-lane (price 6d.). The author traces the game from its native source, the village green, and notes the many legislative endeavours to suppress it. The frown of the superior person proved as impotent in those days as it obviously does in these, for the very good reason that the pastime was, and is, an inherent racial characteristic. There still persists the crazy notion that the nation is going to the dogs because some two thousand professional footballers are at hand to exhibit their skill. This school of thought overlooks, even if it ever knew that the mainstay of the game is the three-quarters of a million young people who play it every week.

The author pleasantly proceeds through the early byways of history, and comes to the formation of the Football Association, which followed hard upon the acceptance of the principle that outdoor physical exercise was an essential part of the nation's education. "Up to the period between 1850 and 1860," he says, "football had been played only by a few of the great schools, each of which had a set of rules of its own. At Eton, Harrow, Westminster and Winchester more or less modified forms of the kicking game were played. Rugby, in the early days of the last century, was the only public school with a playing field of its own. Here the old national form of these games held the field, in which running with the ball, and tackling were allowed.

PUBLIC SCHOOL INFLUENCE.

"As the game under the influence of the new enthusiasm for athletics gradually spread to the smaller schools, and thence to the public, the difficulty arose as to which particular form of the game should be played. Few schools in those days had playing fields of their own, and games were fought out in confined spaces quite unsuited to a rough and tumble tussle. Masters and parents therefore mostly decided in favour of the dribbling game, as being less dangerous to limb and clothing. Some schools, including Cheltenham and Marlborough, copied the example of Rugby and adopted the running game, but with these exceptions the kicking form under various modifications and conditions was generally played. But although football was the favourite pastime at the great majority of schools, it "still remained" a school game, and there is no evidence that it excited popular interest for several years after the revival of athletics. At Oxford and Cambridge old public schoolboys started the game again, and, here and there, clubs were formed and matches played as early as 1855.

"In 1858 a number of Rugby old boys established the Blackheath Club for the purpose of playing the old National game they had learned at school. In the following year the Richmond Club was organised, and soon showed themselves brilliant rival exponents of the same code. Happily those Clubs, though established so long ago, are still at the zenith of their power and fame.

CHAOS.

"Every club had its special rules, and did what seemed right in its own eyes. Matches between rival teams were arranged in a spirit of compromise. The rival captains negotiated and decided what rules should be retained in their respective codes; all of which must have been very confusing to the players and mystifying to the spectators. At last things came to a head.

"In 1863 a series of articles were published in the Press over the signature of John D. Cartwright, in which the writer showed the absurdity of prevailing conditions. This advice was timely, and it bore immediate fruit. A meeting took place that did valuable work in clearing the ground, though, it did not answer the sanguine expectations of the advocates of unity.

"The representatives called together were staunch champions of their own methods of play. They refused to see virtue in other systems. The Etonians called the Rugby game vulgar, and the Rugby men retorted hotly by calling them cowards for objecting to hacking.

Though the first meeting had been a failure the seed sown by Mr. Cartwright in his articles had not fallen on barren soil. Footballers understood that existing conditions were impossible. They realised that unless uniformity was secured, football would become merely a schoolboy's game, and the idea of reform, once mooted, was not allowed to drop. After much negotiation and correspondence a further meeting was arranged and held at the Freemason's Tavern, on October 26th, 1863. The gathering was historic. All the principal clubs, representing both styles of football sent delegates. After discussion a resolution was proposed 'that the clubs represented at this meeting now form themselves into an association to be called the Football Association.' This was passed unanimously. At that period Eton, Winchester, Harrow, Rugby, Westminster and Charterhouse each played according to rules of their own, and with a view to uniting these six sets of rules into one, the secretary of the Association, Mr. Morley, of the Barnes Club, was instructed to write to the captains of the different schools as to the possibility of adapting these varying rules in one code. A list of rules was also drawn up for consideration at a later meeting. These rules embodied a compromise between the kicking and passing games that proved unacceptable to the supporters of either. To players of modern Association the following will seem more than a little strange.

STEADFAST FOR HACKING.

"12. A player is entitled to run with the ball in his hands if he makes a fair catch, or catches the ball on the first bound.

"13. A player may be hacked on the front of the leg below the knee while running with the ball.

"In response to the Association's invitation the public schools at once took action. A meeting of their representatives assembled at Cambridge, where an experimental code was drawn up. Under these, running with the ball, holding, pushing and hacking were strictly forbidden.

(*Continued at foot of next column.*)

ANGLICAN ORDERS.

HOLY SYNOD'S CONCLUSION.

After many years of patient and thorough investigation, the Holy Synod of Constantinople has come to the conclusion that ordinations in the Anglican Communion are on a parity with those in the Church of Rome, the Old Catholic Church, and the Armenian Church. The text of the letter in which the Œcumenical Patriarch conveys the conclusion of the Holy Synod is given below. The translation has been made by the Metropolitan of Thyateira, the representative in London of the Œcumenical Patriarchate.

"There is no present probability," remarks the *Church Times* in a note on the letter, "of other than emergency intercommunion between the Anglican and Orthodox Churches. Full intercommunion must wait for complete dogmatic agreement. But the Constantinople decision will open the door to a very close understanding between the two Churches, and may well produce a real solidarity between them, the effect of which will prepare the way for future agreement."

The placing of Anglican Orders on a parity with Catholic is the most which the Synod can do, since Orthodox theologians do not recognise the validity *pro se* of any Sacraments outside the Orthodox Church. The "rest of the Orthodox Chuches"—referred to in the letter, whose concurrence is necessary before the decision can become that of the whole Orthodox Church, are the Patriarchates of Alexandria, Antioch, Jerusalem, and Russia, as well as of the Churches of Cyprus, the Kingdom of Greece, Jugo Slavia, Roumania, and Czecho-Slovakia. The full text of the letter is as follows:

"Most Reverend Archbishop of Canterbury and Chief Hierarch of all England—Brother, beloved and yearned for in Christ our God, Lord Randall, greetings; your Reverence well-beloved by us, fraternally in the Lord, we address you with gladness.

"Our special committee dealing with the union of the Churches has drawn our attention and that of our Holy Synod to the question of the validity of Anglican ordinations from the Orthodox point of view; for that it would be profitable in regard to the whole question of union that the opinion of the Holy Orthodox Church should be known upon this matter.

"Accordingly the Holy Synod on this opportunity have taken under our presidency the matter under consideration, and, having examined it from every point of view, has concluded that as before the Orthodox Church, the ordinations of the Anglican Episcopal confession of bishops, priests, and deacons possesses the same validity as those of the Roman, Old Catholic, and Armenian Churches possess, inasmuch as all essentials are found in them which are held indispensible from the Orthodox point of view for the recognition of the 'Charisma' of the priesthood derived from Apostolic succession.

"Indeed, on the one hand, it is plain that there is no matter here as yet of a decree by the whole Orthodox Church. For it is necessary that the rest of the Orthodox Churches should be found to be of the same opinion (in the matter) as the Most Holy Church of Constantinople.

"But even so, it is an event not without significance that the synod of one, and that the Primatial Throne of the Orthodox Churches, when taking the matter into consideration has come to this conclusion.

"Therefore, with great joy we communicate the matter to your beloved Grace as the chief heirarch of the whole Anglican Church, being sure that your Grace will be equally favourably disposed towards this conclusion as recognising in it a step forward in that work of general union which is dear to God.

"May the Heavenly Father grant us to be of the same mind, through the Grace of our Lord Juses Christ who is blessed for ever and ever.

"Your well beloved Grace's beloved brother in Christ and altogether well disposed.

"July 28th, 1922. "MELETIOS.

"For this exact translation the Metropolitan of Thyateira. GERMANOS."

AUSTRALIAN CRICKET TEAM AND INDIA.

Mr. E. R. Mayne, the captain of Victoria, has declared that if the Ceylon Cricket Association joins hands with several Indian Gymkhana Clubs and asks himself and Warren Bardsley to bring a strong side to India in 1924, this can easily be achieved.

Mayne has already discussed the matter with Mr. J. S. Warden, the Parsee cricketer and Colombo sportsmen, and declares that he could bring a side which includes W. Bardsley, C. G. Macartney, W. W. Oldfield, T. E. J. Andrews, H. L. Collins, R. R. Ryder and other stars.

"The second meeting of the Football Association on December 8th, 1863, was again attended by representatives of all the leading clubs, but the old differences cropped up once more, and the advocates of both styles of play reiterated the arguments for and against the passing game. Mr. Morley of the Barnes Club pointed out that if hacking were introduced the game would be entirely relinquished to schoolboys. Mr. Campbell of Blackheath affirmed that hacking was a distinguishing sign of true football. The feeling of the meeting was, however, clearly on the side of the kicking game, and this was made evident when a resolution was passed 'that the rules of the Cambridge University embrace the true principles of the game.' Thereupon those present settled down to drafting a set of rules which was adopted by majority vote. At last the die had been cast. The rules drawn up were those of the game now known as Association Football.

The subsequent development of the game right up to its more modern phases is admirably told, and the book as a whole should be an unending source of delight to those who love, in the true spirit of sport, the great winter pastime.—*The Observer.*

RUSSIAN CROWN JEWELS.

COMMUNISTS' RICH HAUL.

In a recent issue the *New York Times* published an account from its Moscow correspondent of the Imperial Crown jewels of Russia, which the Communist Government permitted him to examine. The correspondent was evidently dazzled by the wealth of the display, as the following excerpts from his description will show:—

I saw them in a high, bare, whitewashed room in what was formerly the new Moscow law courts. A big flat table with white paper in squares. Three workmen in grey smocks—pocketless—one an expert in jewellery, and two officials, Begasheff, who heads the jewel commission, and Soboeof, the secretary. In the middle room is a big box of tested steel with the stamp of the crown of Imperial Russia on the cover, but secured by the red seals of the new Russia of the Soviets, of peasants and workmen. They lift from the chest a square wooden box, and set it on the table.

"Here," says Begasheff, opening it with hands that tremble ever so little despite his air of unconcern, "is the crown of the Emperor."

He puts a square foot of incandescent fire on the table Diamonds, diamonds, and diamonds, with two rows of pearls over the middle, milk-white iridescent. Above a red stone, uncut but surmounted by a diamond cross.

"Thirty-two thousand eight hundred carats of diamonds," says the expert.

THE GRAND MOGUL.

Then they showed us Catherine's golden sceptre, a yard long rod of fine gold encrusted with diamonds with a knob of glittering brightness—the historic Orloff diamonds, the third greatest in the world set 6in. from the top. Orloff on his return from Persia gave it to Catherine as a New Year's gift when the rest of the horrified courtiers gave bouquets of flowers. It won back for him the waning favour of his Imperial mistress, who repaid the gift in honours and palaces that made the Orloff family one of the mightiest in Russia.

It is more than probable that this gem of 194 carats is the famous "Grand Mogul," of Indian legend, which disappeared one day in far back ages in one of the sudden welters of murder that used to convulse the Court of Delhi. The stone is pure blue-white, big as a pigeon's egg, and was bought by Orloff for $2,000,000 in Persia, whither he travelled "under ground" from India.

No. 3 was an ordlasie gold ball, 6in. in diameter, surmounted by a sapphire of 100 carats supporting a diamond cross, 173 carats in all. A crown of 1,933 diamonds, made for Catherine the Great—who wore it on many occasions on days of real importance—was shown. There are 487 carats altogether in this crown, set with diamonds so as to quiver like a mass of giant jelly.

The fifth was a necklace worn by the Emperor of the orders in diamonds of ancient Russia. Five years were spent in collecting and matching old Indian stones, numbered by thousands, veritable gems of Golconda, at the command of Tsar Alexander I. With it there was worn a star flaring with fifty carats weight of diamonds around a blue enamel core, on which in gold Russian letters were the words, "Faith and Honesty."

A seventh piece was a truly imperia, diadem of the style one sees as a laurel wreath gracing the brows of Royal Cæsarsl but here the laurel leaves' weight was as of leaves on the trees of jewels Aladdin saw in the wonder garden beneath the earth. In the centre there was a pear-shaped diamond 1½in. long of seventy carats, with a round stone of twenty carats above it. Of all the jewels we saw this was the most regal.

The next was the diadem of the Empress Elizabeth, daughter of Peter the Great, which was worn by the late Empress at her coronation. One huge oblong rose diamond in the centre weighs 125 carats, and is without peer outside the fabled treasures of an Indian rajah. Its full fire is lost because it is set in a gold locket, which the tradition of the Imperial dynasty forbade to alter. Above it there is a row of diamonds as big as a finger-nail, and below a second row of pear-shaped pendants, of which one is missing.

TRUE WEALTH OF RUSSIA.

The ninth piece aroused the Communist officials to enthusiasm, for it was the true emblem of agricultural Russia, a diadem formed of ears of wheat in diamonds with one big stone of thirty-seven carats in the centre. Scattered among the wheat-ears are fat chunks of diamonds gleaming in the harvest sun.

"This is the true wealth of Russia," says Begasheff, "not platinum, or diamonds wrung from the sweat of workers, but Russia's own natural grain—her noblest jewel."

The next—what a shock of wonder—emeralds an inch long, eleven of them, in a pendant diamond necklace, hanging loose in their gold and platinum setting. The smallest weighs twenty carats, the largest forty-five. Uncut, just polished and pierced with gold pins, they gleam with green fire as a smiling workman spreads them across his chest.

Catherine the Great spent millions of dollars to collect these stones from India. Since the days of the Egyptian Pharaohs they and the rest of the Russian Imperial emeralds have known no equal.

Now we see the Shah diamond, the most wonderful and historic stone civilisation has known. It looks like the cut-glass stopper of a decanter, the inch-and-quarter-long stone with the queer Arabic inscriptions. Otherwise it is uncut and unpolished, rough and ordinary as a piece of rock crystal. But this is the diamond that hung on a silken cord before the Peacock throne of Akbar the Great, Emperor of all India. A quarter of an inch from the end is a groove made to hold the Akbar's cord, and above and below Arabic letters that date back to the year 1,000.

It is a funny feeling to slip this stone into your pocket jingle it with your keys. For its value cannot be estimated, and it, and it alone, caused three wars.

They showed Catherine's stomacher of glittering diamonds linked in two pieces, and then came the work of Pauzier of Geneva, bouquets and sprays of coloured gems arranged to imitate flowers. The expert literally danced with excitement.

"It is the climax of the jeweller's art," he cried. "There never was anything like it before and never will be again."

A neck ornament of Empress Elizabeth shone with rubies "big as the signal lamps of a liner," as one workman put it, but outshone by an emerald brooch with two huge oval stones like giant green eyes. One hundred and seventy-four carats they measured, and another beneath them as a pendant 226. They were offset by a mass of diamonds and their green depths were flanked with a cloud no synthetic emerald can imitate. The biggest was estimated to be worth 20,000,000 roubles.

The next piece was late romantic history. It was a belt and pendant of diamonds given by Catherine to her lover, Potemkin. In those days Royalty and Royal favourites were literally covered with jewels. There was a coat made for Tsar Paul I. when only 12 years old which contained 13,000 diamonds, worth 90,000,000 roubles. Later Paul elaborated it into a suit of 22,000 diamonds in Cossack style, with a total weight of over 5,000 carats and a value of upward of $100,000,000.

What we saw was but the cream of the thousand odd pieces of Imperial jewels which are being catalogued. Of many absolutely nothing is known. Of the majority the history must be dug from mouldering archives.

How vast and priceless was the treasure of the Tsars may be judged from the fact that the historic Shah diamond of Akbar's glory lay for 100 years after its acquisition unknown and unconsidered in the cellar of the Imperial Palace of the Kremlin at Moscow.

CLERICAL LIFE NOT TAME.

"People have exaggerated the cry about the poverty of the clergy," said the Bishop of London, preaching the sermon in Marlborough College Chapel, on July 9th. The Bishop was pressing the claims of the Church upon the boys. The life of the clergy was not so tame as some people imagined, he said.—It did not consist in just going about visiting old women. There was nothing tame in standing before serried crowds in East London, fighting the battle of the poor and for better housing. But if they wanted adventure they would find no adventure and no life so full as facing danger by fire and flood carrying the gospel to the ends of the world.

PREPAID "WANTED" ADVERTISEMENTS

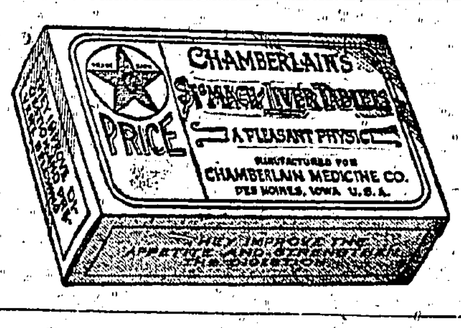
☞ Letters are lying at this Office for Boxes QV, RP, RU, RW, TH, TU, VB. & VC.

WANTED.—Japanese NURSE for baby on the Peak and to travel to England next spring. Reply Box No. V.E., c/o *Daily Press* Office. [256

WANTED at once English or European NURSE for Manila. Write McPherson, c/o Headquarter House. [255

WANTED.—Chinese Competent TYPIST, with good knowledge of English by Commercial Firm. Apply, stating salary required and experience to Box No. V.C., c/o *Daily Press* Office. [253

TO BE LET.—GODOWN—Spacious Two storied Godown, situated on the Praya near Bowrington Canal and containing approximately 5,000 square feet on each floor. To be Let to the end of the year.—Apply Z, office of this paper. [234



DAIL REVELATIONS.

EXTREMISTS' PLANS.

"REPRISALS IN ENGLAND."

The feature of the resumed debate in the Free State Parliament on Government policy last month says a special correspondent, telegraphing from Dublin, was an impressive speech, in which General Richard Mulcahy, Minister for Defence, not only outlined the only possible conditions of peace, but made some striking revelations concerning the course of events leading up to the present hostilities. He shed light on the negotiations in which unification of the army was attempted, and mentioned a proposed agreement in June which was turned down because of the desire of those who were now Irregulars to see in complete executive control of the army a man who had a very short time before recommended the idea of a dictatorship, and was out to suppress newspapers and prevent the elections, a man who said he would not allow the Treaty to be worked. There was a breakdown of the negotiations, and the Government took the action against the men in the Four Courts. They did so because a *coup* was contemplated, and, he added, "because we foresaw that if we did not take the move this Parliament would never meet."

It had been said, went on General Mulcahy, that the executive forces, the irregulars, planned an attack against the English. In his hands he held a document in the handwriting of one of the members of that executive. It was a draft resolution "that this executive council of the I.R.A. hereby decides that as in our opinion the only means of maintaining the Republic is by giving the English seventy-two hours' notice to vacate the country, the General Headquarters and Army Council be directed to carry out the suggestions contained in the sub-connected report." He read extracts from the latter, showing that the plans of the irregulars included attacks on the British and members of the Cabinet, reprisals in England, and, regarding the six country area, "boycott, destruction of warehouses, activities against Orange lodges, and as much activity against the English as possible, but we do not suggest sending reinforcements from Southern Ireland, as the strength of our forces will not allow it." When, with that general information in their hands a raid was made by the irregulars for a large number of motor-cars on a firm in Dublin, the Government decided to take action against the Four Courts. "Those of us responsible for the decision," he added, "feel that we were justified in it, and that we could not have run the risk of allowing the people in the Four Courts to move against the British who would have run us in too."

That was history, but its development had placed that Parliament in a particular situation. The question had been put to the executive as to what the Government's intentions were with regard to the war, and whether there was no word that might be uttered in the Ministerial benches that would give "the hope that anything less than grinding into dust was going to satisfy the powers that be." There were certain essentials for peace: First, that some authority representing the people be allowed to work the Treaty. Second, that they be allowed to work it with the best constitution they can get under it. Third, that the sword must not again be thrown into the situation by anybody with a view to imposing thereby the moulding of any particular clause in the Constitution in a particular form against the expressed vote of this Parliament. Four, that opposition to the Government working the Constitution framed in accordance with the Treaty must be along constitutional lines. Five, that the army must be the people's army and responsible absolutely to the National Government. And, six, that the Government shall control by its regulations all arms held in the country. There was opposition to these fundamental principles by three classes, people who might be classed as politicians, honest soldiers, and criminals. The honest soldiers had been misled and were waiting for a word from the politicians to say they were travelling the wrong road. No one would welcome a change of attitude on the politicians' part more than he or the Government, but, failing that, the work that lay before the Government was to vindicate its authority and establish those principles he had laid down, because if they weakened in one of those to-day all safety and stability for the country would be gone. Armed force against the Government had to be met vigorously and in a legal manner, as legal as possible.

"Whatever squeamishness we have about taking life we cannot be squeamish with people who jeopardise the life of every single person in this country." General Mulcahy went on. "If we can get rid of that armed force without taking life, capture them, and put them into gaols, we shall endeavour by every means in our power to do it. But we cannot have any soft feelings in our hearts when we have to oppose that force—a force that threatens the whole life and safety of our Nation." (Cheers.) He was satisfied that the House would go forward constructively to the future.

At the close of the debate on the Provisional Government's policy the Dail passed the following resolution of confidence: "That this House approves of the action the Government has taken, and is taking, to assert and vindicate the authority of Parliament." Fifty-four members voted in favour of the motion, and fifteen, all of the Labour group, opposed. Two amendments, with the object of modifying the original resolution, were rejected.

In a speech of unusual emphasis, Mr. Cosgrave, President of the Dail, replied to the Government's critics. Referring to the Dail Cabinet's decision to attack the Republicans in the Four Courts, he said: "If I have ever done a wise thing in my

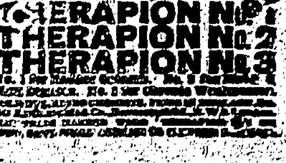
(Continued at foot of next column.)

LABOUR AND NEXT ELECTION.

Mr. Arthur Henderson, speaking at Ormskirk, recently, at a big Labour demonstration, said the next General Election either in the autumn of this year or early next year would be one of the most momentous in the history of the country. It would be the first election where there had been a direct appeal to the democracy of the country on the lines of its present broad enfranchisement. Next to the World War the last General Election was the greatest disaster that ever befell the country, because it was in the interests of personal ambition rather than in the interests of the country.

shot.

life I bank on that as the wisest thing I have ever done. I only wish that all the events in my life were as well justified as that was."



SHIPPING NEWS

ARRIVALS.

October 19th.

Ascot, British str., 2,756 tons. Capt. E. H. Pondred, from Singapore, with a general cargo.—Tuen Kee.

Taito Maru, Japanese str., 1,136 tons. Capt. T. Honjo, from Shanghai, with a general cargo.—N.Y.K.

October 20th.

Chinkiang, British str., 1,228 tons. Capt. H. Gifford, from Weihaiwei, with a general cargo.—B. & S.

Glengarry, British str., 3,843 tons. Capt. Geo. Roger, from London, with a general cargo.—J.M. & Co.

Haimun, British str., 641 tons, Capt. C. E. Page, from Haiphong, with a general cargo.—Po Shun S.S. Co.

Hanyang, British str., from Canton.

Linan, British str., 1,358 tons, Capt. E. B. Blackburn, from Amoy, none.—B. & S.

Penang Maru, Japanese str., 3,230 tons, from Japan, with a general cargo.—N.Y.K.

Sun On, Chinese str., 394 tons, Capt. Kwok On, from K. C. Wan, with a general cargo.—Li Fat & Co.

Szechuen, British str., from Canton.

CLEARANCES.

October 19th.

Hinsang, for Sandakan.

October 20th.

Chifoo, for Bari.
Chinkiang, for Canton.
City of Tokio, for Shanghai.
Glengarry, for Shanghai.
Haihong, for Swatow.
Hong Hwa, for Swatow.
Hosang, for Moji.
Hsuh Kuh, for Swatow.
Hydrangea, for Swatow.
Kojun Maru, for Canton.
Mikesan Maru, for Hongay.
Sui Yik, for Macao.
Sun On, for K. C. Wan.
Szechuen, for Shanghai.
Taisang, for Saigon.
Taito Maru, for Canton.
Yei Mora, for Hongay.
Yuensang, for Manila.

PASSENGERS.

DEPARTURES.

Per s.s. *Japan*, on October 19th:—Mr. and Mrs. Garner, Mr. Carpentier, Miss Boughton, Miss Hill, Miss King, Mr. and Mrs. Lanham, Mr. Stevenson, Miss M. Precise, Miss P. Precise, Mr. Lockwood, Mr. Mullgardt, Mr. and Mrs. Braden, Mrs. Sirdar Khan, Mrs. Lockwood, Miss Lockwood.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Tamba Maru* (Bombay line) left Kobe for Hongkong *viâ* Moji on October 19th, and is expected here on October 26th.

VESSELS EXPECTED.

Achilles (Blue Funnel), due October 26th.
Agapenor (Blue Funnel), due Nov. 11th.
Alcinous (Blue Funnel), due Nov. 23rd.
Benvenue (Ben Line), due October 23rd.
City of Paris (Bank Line), due Nov. 10th.
Eastern (E. & A.), due Nov. 3rd.
Empress of Asia, due October 26th, 8 a.m.
G. Apear (Apear Line), due Oct. 22nd.
Hakozaki Maru (N.Y.K.), due Oct. 22nd.
Kamakura Maru (N.Y.K.), due Nov. 3rd.
Meriones (Blue Funnel), due Nov. 20th.
Nankin (P. & O.), due Oct. 22nd, 4 p.m.
President Lincoln (P.M.), due to-day.
President Pierce (P.M.), due Oct. 27th.
Pyrrhus (Blue Funnel), due October 31st.
Suwa Maru (N.Y.K.), due October 24th.
Toyohashi Maru (N.Y.K.), due Oct. 24th.

ELECTRIC TRANSATLANTIC LINERS.

AMBITIOUS U.S. SCHEME.

Electrically-driven liners, 1,000ft. long and of 70,000 tons, are to be built for the Atlantic trade by a new American shipping company, according to an announcement, recently, made by Mr. Lasker, chairman of the United States Shipping Board.

Mr. Lasker adds that the financiers organizing the company are men whose names are "household words" in the United States, and that the capital will amount to £6,000,000, of which £1,000,000 is already available for preliminary work. The new ships will be driven by electric motors, the current for which will be furnished by Diesel oil-engines after the system adopted in the newest American battleships.

The project is tentative, the announcement adds, to the extent that the building of the ships depends on the assurance of the Government that the company will receive a grant for ship construction from the loan fund created under the Merchant Marine Act, 1920, and that it benefits from the Ship Subsidy Bill now before Congress. Mr. Lasker said that such aid would probably be given provided the plans for the ships were approved by the Shipping Board. It is proposed that the ships should be built in the United States, and should cost approximately £3,000,000 each.—*Times*.

CHURCH SERVICES.

ST. JOHN'S CATHEDRAL, Hongkong.—22nd October, 1922, 19th Sunday after Trinity. Holy Communion (7.30 a.m.); Matins (11 a.m.); Responses, Ferial; Venite, Turner (20); Psalms, 111 Ousely, 113 Ousely; Te Deum, Woodward, Smart, Turle; Benedictus, Beethoven, (27th morning); Anthem, "God is a Spirit" Sterndale-Bennett; Hymn, 256.
N.B.—Psalm 111, verses 1, 7, 8 in unison.
Psalm 113, verses 1, 5, G. P. in unison.
Healing Service (12 noon); Evensong (6 p.m.); Responses, Ferial; Psalm, 120, 121, 123 Beethoven; Magnificat, Turle (27th evening); Nunc Dimittis, Wesley; Hymns, 231, 266, 274.
N.B.—Psalm 120, verses 1, 2 in unison.
Psalm 121, verses 5, 6 in unison.
Psalm 123, verses 3, 4, 9 in unison.
Hymn 231, verses 1, 3, in unison.
Hymn 266, verses 1, 3 in unison.
Hymn 274, verses 1, 6, 8 in unison.

PEAK CHURCH.—Holy Communion (8.15 a.m.) [115

UNION CHURCH (Kennedy Road).—Sunday Services: October 22nd.
Morning Service at 11 o'clock.
Evening Service at 6 o'clock.
Preacher:—Rev. J. Kirk Maconachie.
Literary Society on Tuesday at 9 p.m.
Lecture by Professor W. Brown, entitled, "Helen Keller, the deaf and blind authoress."
Christian Endeavour Society on Friday at 8.30 p.m.

FIRST CHURCH OF CHRIST SCIENTIST, MacDonnel Road, below Bowen Road, Train Station. Sunday, 11.15 a.m. Wednesday 5.45 p.m. [192

UNIVERSITY STUDENTS' SERVICE ASSOCIATION (Rhenish Mission Church, Bonham Road):—Sunday, October 22nd, 1922, at 7.30 p.m.
Hymns:—540 "Fight the good fight with all thy might." 255, "Brief life is here our portion." 327, "There's a Friend for little caildren."
Preacher.—Rev. C. E. Shann, M.A., (Warden of St. John's Hall.)
Subject:—"Christ and Child Labour." [1589

WEATHER REPORT.

Oct. 20th at 11.28.—Pressure has increased moderately over Japan. It has decreased moderately at Weihaiwei and slightly from Shanghhai to Indo-China. It is nearly stationary over the Philippines.

A depression lies over Indo-China and a belt of hight pressure extends from S. Manchuria to central China.

Fresh monsoon may be expected over the N. China Sea. It will be interrupted to the north of Foochow.

Hongkong rainfall for the 24 hours ending at 10 a.m., 20th Oct. 0.06 inch. Total since January 1st 67.90 inches, against an average of 78.69 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	N.E. winds, fresh; to moderate; cloudy at first, improving later.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast China between Hongkong and Hainan	The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 20th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.83	29.85	29.84
Temperature	79	75	76
Humidity	76	79	81
Wind Direction	E	E	E
" Force	4	4	3
Weather	C	C	C
Rain	0.75	0.00	0.06

Highest open-air Temperature on 19th ... 80
Lowest open-air Temperature on 20th ... 74

HONGKONG TIDE TABLE.

From Oct. 21st to 27th, 1922.

Days of Week.	Days of Month.	High Water. H'kong Standard Time.	Height	Low Water. H'kong Standard Time.	Height
		h m.	ft. in.	h m.	ft in
Satur	21	m 9 51	6 6	m 2 27	1 5
		9 34 a	7 6	3 29 a	1 5
Sun.	22	m 10 46	6 2	m 4 12	1 2
		10 12 a	7 8	4 3 a	1 9
Mon.	23	m 11 44	5 9	m 4 58	1 2
		10 53 a	7 7	4 36 a	1 3
Tues.	24	0 47 a	5 4	m 5 48	1 3
		11 36 a	7 5	5 10 a	1 6
Wed.	25	1 56 a	5 1	m 6 37	1 8
				5 46 a	1 0
Thur	26	m 0 21	7 2	m 7 34	1 0
		2 11 a	4 9	6 25 a	1 4
Fri.	27	m 1 10	6 8	m 8 42	1 3
		4 31 a	5 0	7 23 a	1 1

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"CITY OF TOKIO" ... ...20th Oct....Shanghai, Kobe & Yokohama.

HOMEWARDS.

PASSENGER SERVICE.

S.S. "CITY OF PARIS" ... ...mid. Dec. ...Marseilles & London.
S.S. "CITY OF YORK" ... ...beg. Feb. ...Marseilles & London.
S.S. "CITY OF SIMLA" ... ...mid. March...Marseilles & London.
S.S. "CITY OF POONA" ... ...mid. April ...Marseilles & London.

Subject to change without notice.

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AND

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S.S. "BELLEROPHON" ... ...via Suez Canal ... ... 25th October.
S.S. "KENTUCKY" ... ...via Suez Canal ... ... 5th November.
S.S. "TEUCER" ... ...via Suez Canal ... ... 15th November.
S.S. "CITY OF CANTON" ... ...via Suez Canal ... ... 25th November.

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HONGKONG AND CANTON. REISS & CO., CANTON. [75

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Mail Steamers.	Next Sailings from Marseilles.	Pro. Air. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailing from Hongkong for Marseilles.
AZAY LE RIDEAU ...	—	—	31st Oct.
PORTHOS	—	—	14th Nov.
ARMAND BEHIC ...	22nd Sept.	27th Oct.	28th Nov.
PAUL LECAT	—	—	—
ANDRE LEBON	20th Oct.	24th Nov.	26th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

A CLASS STEAMERS { 1st Class... ...£138. 14s. Od. / 2nd „ ..... £101. 12s. Od.
B CLASS STEAMERS { 1st Class..... £120. 6s. Od. / 2nd „ .....£ 86. 10s. Od.

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AND RETURN

(Occupying 9 or 10 Days)

HAICHING ...	Capt. J. S. Thomson	Tuesday,	24th Oct., at 1 p.m.
HAIFOONG ...	Capt. W. S. Turnbull	Friday,	27th Oct., at 12 Noon.
HAIHONG ...	Capt. W. C. Passmore	Tuesday,	31st Oct., at 1 p.m.

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(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	11,000	25th Oct., 11 a.m.	Bombay, Mars., L'don. & Awarp.
"DONGOLA"	8,066	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	8th Dec.	Bombay, Mars., L'don. & A'werp.
"KASHGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,390	10th Jan., 1923	do.
"SARDINIA"	6,580	24th Jan.,	do.
"NELLORE"	6,853	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	9,063	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KHYBER"	9,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"TANDA"	7,000	28th Oct.	Singapore, Penang & Calcutta
"GREGORY APCAR"	4,649	14th Nov.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	15,09	1st Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, [San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILINGS TO SHANGHAI & JAPAN

"NANKIN"	7,000	23rd Oct., Noon	Shai, Moji, Kobe & Yokohama.
"GREGORY APCAR"	4,649	25th Oct.	Japan.
"KARMALA"	9,000	4th Nov.	Shanghai & Japan.
"EASTERN"	4,000	4th Nov.	Japan.

All dates are provisional and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while await in the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
32, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM ANTWERP & MARSEILLES—Monthly direct service via Singapore and Port Said.
"AMAZON MARU" ... ... Saturday, 11th Nov.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE.
"PANAMA MARU" ... ... Tuesday, 21st Oct.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"INDO MARU" (Calling at Penang) Saturday, 21st Oct.
SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
"BUSHO MARU" ... ... Friday, 3rd Nov.
CALCUTTA via SINGAPORE & RANGOON.
"NANKING MARU" ... ... Tuesday, 7th Nov.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—via Dairen—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"MANILA MARU" ... ... Sunday, 29th Oct.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco Panama and Cuban Ports.
"AMUR MARU" ... ... Thursday, 9th Nov.
NEW ORELEANS LINE via SUEZ.
"CELEBES MARU" ... ... — —
JAPAN PORTS—Kobe & Osaka.
"JAVA MARU" ... ... Monday, 23rd Oct.
KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.
"ONSHU MARU" ... ... Sunday, 12nd Oct., 10 a.m.
TAKAO via SWATOW & AMOY.

Tel. Central No. 4090. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "GAELIC PRINCE" ... ... End of November.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain),
St. George's Building.

Telephone: Central 3165.
Telegrams (Furnprince).

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
SHANGHAI & TSINGTAO	"SZECHUEN" ...	On 21st Oct., 9 a.m.
AMOY, SWATOW & SINGAPORE ...	"KWEIYANG" ...	On 21st Oct., 10 a.m.
NEWCHWANG	"HANYANG" ...	On 21st Oct., 4 p.m.
SHANGHAI	"LUCHOW" ...	On 22nd Oct., D.L.
BANGKOK	"LINAN" ...	On 23rd Oct., D.L.
SWATOW & BANGKOK	"KINGYUAN" ...	On 24th Oct., 10 a.m.
SHANGHAI & TSINGTAO	"KANCHOW" ...	On 24th Oct., 4 p.m.
NINGPO & CHEFOO...	"CHANGCHOW"	On 14th Oct., 4 p.m.
HOIHOW, PAKHOI & HAIPHONG ...	"KAIFONG" ...	On 25th Oct., 7 a.m.
AMOY & SHANGHAI	"SOOCHOW" ...	On 26th Oct., 7 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"KUEICHOW" ...	On 27th Oct., 4 p.m.
SHANGHAI & TSINGTAO	"SINKIANG" ...	On 28th Oct., 4 p.m.
NEWCHWANG	"PAKHOI" ...	On 29th Oct., D.L.
SHANGHAI	"CHEKIANG" ...	On 29th Oct., 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO Excellent Saloon accommodation amidships Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), Agents.

TELEPHONE CENTRAL 16.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. H'kong for Manila, Port Banga, Sandakan & Aus. Ports.
"CHANGSHA" ...	17th Oct.	21st Oct., 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE (JOHN SWIRE & SONS, LTD.), Agent.

Telephone Central No. 26.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... ... sailing on or about 15th November.
S.S. "WRAG CASTLE" ... ... sailing on or about 15th December.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENEZIA" ... ... sailing on or about 6th November.

FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE"... ... ... sailing on or about 28th October.
S.S. "VENEZIA"... ... ... sailing on or about 25th November.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI" ... ... sailing on or about 31st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LIMITED,
Agents.

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PACIFIC MAIL S.S. CO.,

MANAGING AGENTS,

U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE
Freight and Passengers
Fare to European Ports USG $620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT LINCOLN" ...	...Oct. 25th ...	... Nov. 16th.
S.S. "PRESIDENT PIERCE" ...	...Nov. 8th ...	... Nov. 30th.
S.S. "PRESIDENT CLEVELAND" ...	...Nov. 22nd ...	... Dec. 14th.

"Sailings and Fares Subject to change without Notice."

HONGKONG-MANILA SERVICE

	Leaves Hongkong	Arrives Manila
S.S. "PRESIDENT PIERCE" ...	...Oct. 28th ...	... Oct. 30th.
S.S. "PRESIDENT CLEVELAND" ...	...Nov. 8th ...	... Nov. 10th.

HONGKONG-CALCUTTA SERVICE

FOR CALCUTTA VIA SINGAPORE, PENANG AND RANGOON.

S.S. "LAKE FIELDING" ... ... Nov. 4th.

TAMPA INTER-OCEAN S.S. CO.

FOR HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "HANOVER" ... ... Nov. 8th.
S.S. "PATRICK HENRY" ... ... Dec. 7th.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone: Central 141. Cable Address "SOLANO." Union Building, Hongkong.
AGENTS AT CANTON—REISS & Co.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Japan	*Panang Maru* ...	20th inst.
Shanghai	*Kanchow*	21st inst
U.S.A. & Manila	*Pres. Lincoln* ...	21st inst.
Europe via Suez (Letters and Papers, London 21st Sept., & Parcel Mails London 12th Sept.)	*Nankin*	22nd inst.
Straits	*Hakazaki Maru* ..	22nd inst.
Shanghai	*Soochow*	24rd inst.
Japan and Shanghai	*Suwa Maru* ...	24th inst.
Japan	*Tamba Maru* ...	26th inst.

OUTWARD MAILS.

For	Per	Date.
Shanghai and North China	*Szechuen*	Saturday 21st, 8.00 A M
Swatow	*Hong Hwa*	Saturday, 21st, 8.00 A M
Amoy	*Kweiyang*	Saturday, 21st, 8.00 A M
Straits, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi Bombay.	*Indo Maru* ...	Saturday, 21st 1.00 P M
Philippine Islands, Sandakan, Australia & New Zealand via Thursday Islands — Thursday Islands 4th Nov. ...	*Changsha* ...	Saturday, 21st, Registration 12.45 P M; Letters... 1.30 P M
Tientsin	*Chipshing* ..	Saturday, 21st, 2.30 P M
Shanghai and North China	*Luchow* ...	Saturday 21st, 5.00 P M
Philippine Islands	*Protesilaus* ..	Saturday, 21st, 5.00 P M
Bangkok	*Linan* ...	Sunday, 22nd, 9.00 A M
Philippine Islands	*Anyo Maru* ...	Sunday, 22nd, 9.00 A M
Swatow, Amoy and Formosa	*Onshu Maru* ...	Sunday, 22nd, 9.00 A M
Japan	*Yokohama Maru*	Monday, 23rd, 9.00 A M
Saigon	*Derwent*	Sunday, 22nd, 9.00 A M
Shanghai, North China and Japan ...	*Nanlein* ...	Monday, 23rd, 10.00 A M
Takao	*Busho Maru* ...	Monday, 23rd, 10.00 A M
Ningpo and Chefoo	*Changchow* ..	Tuesday, 24th, 2.30 P M
Philippine Islands	*President Jefferson*	Monday, 23th, 3.30 P M
*Swatow and Bangkok	*Kinagusa* ..	Tuesday, 24th, 9.00 A M
Hoihow and Haiphong...	*Hailan*	Tuesday, 24th, 10.00 A M
Straits & Egypt	*Helenus*	Tuesday, 24th, 10.00 A M
Saigon	*Haiyang*	Tuesday, 24th, 9.00 A M
Swatow, Amoy and Foochow	*Haiching* ...	Tuesday, 24th, Noon
Hoihow and Hairhong...	*Haiman*	Tuesday, 24th, Noon
Calcutta	*Laisang*	Tuesday, 24th, 1.00 P M
Shanghai and North China	*Kanchow*	Tuesday, 24th, 2.30 P M
Hoihow Pakhoi, and Haiphong	*Kaifong*	Tuesday, 24th, 5.00 P M
Philippine Islands	*Bellerophon*	Tuesday, 24th, 5.00 P M; Tuesday, 24th, Parcels ... ... 5.00 P M
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE via MARSEILLES— due Marseilles 25th Nov.	*Mantua* ...	Wednesday, 25th, Registration— 8.15 A M; Letters ... 9.00 A M
Shanghai, N. China, Japan Honolulu, Canada, U.S.A. Central & South America & EUROPE via SAN FRANCISCO—due San Francisco 16th November	*President Lincoln*	Wednesday, 25th, Registration 9.45 A M; Letters 10.00 A M
Bangkok	*Phan Sumud* ..	Wednesday, 25th, 2.30 P M
Amoy	*Soochow*	Wednesday, 25th, 5.00 P M

*Correspondence bearing vessel's name only.

COMMERCIAL.

OPENING QUOTATIONS

20th October, 1922.

ON LONDON.—	
Telegraphic Transfer ...	2/5½
Bank Bill, on demand ...	2/5 9/16
Bank Bill, at 30 days sight	—
Banks Bills, at 4 months' sight	2/5¾
Credits, at 4 months' sight ...	2/6¼
Documentary Bills 4 months' sight	2/6¼
ON PARIS.—	
Bank Bills, on demand ...	730
Credits, 4 months' sight ...	765
ON NEW YORK.—	
Bank Bills, on demand ...	55⅛
Credits, at 60 days' sight	56¼
ON BOMBAY.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	188½
ON CALCUTTA.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	188½
ON SHANGHAI.—	
Bank Bills, at sight ...	—
Private, 30 days' sight ...	—
ON YOKOHAMA.—On demand	114
ON MANILA.—On demand ...	111½
ON SINGAPORE.—On demand	105½
ON BATAVIA.—On demand ...	143
ON HAIPHONG.—On demand...	nom.
ON SAIGON.—On demand ...	—
ON BANGKOK.—On demand ...	84½
SOVEREIGN, Bank's Buying rate	$7.93 n.
GOLD LEAF 100 fine per tael ...	45.60
BAR SILVER per oz. ...	33½

		Per cent.
Hongkong ... 10 cent piece...	$0 0.	Premium
Hongkong ... 20 " " ...	1 50	Discount
Canton ... 20 " ...	0.20	"
Canton ... 10 " ...	0.00	"

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